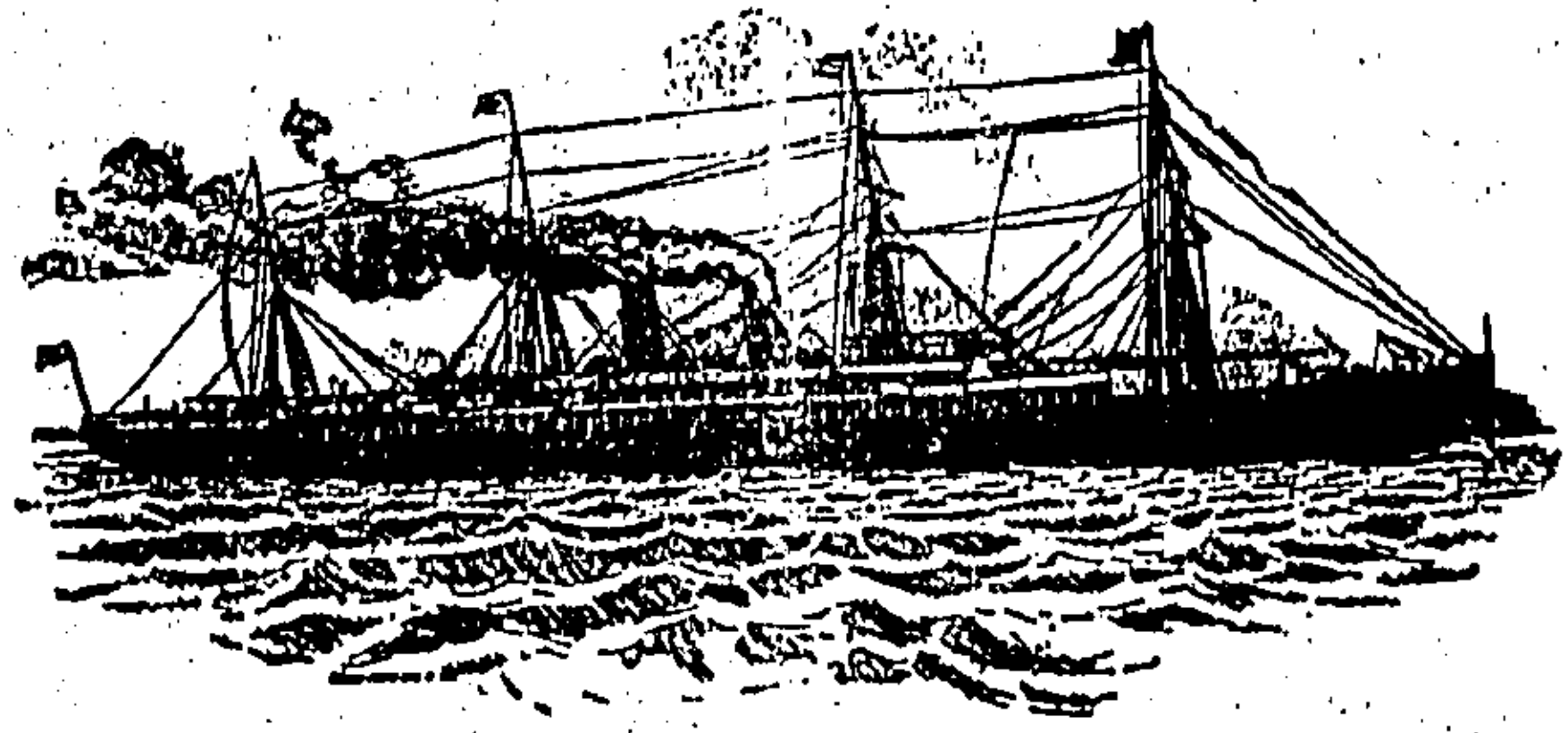


Mails.

U.S. MAIL LINES.



PACIFIC MAIL S.S. CO., OCCIDENTAL & ORIENTAL S.S. CO.,
TOYO KISEN KAISHA.

TAKING PASSENGERS AND CARGO TO JAPAN, THE UNITED STATES, MEXICO,
CENTRAL AND SOUTH AMERICA AND EUROPE.

PROPOSED SAILINGS FROM HONGKONG.

"KOREA"	11,276 Gross Tons	FRIDAY, 6th January, 1905, at Noon.
"COPTO"	4,352 "	FRIDAY, 13th January, at Noon.
"SIBERIA"	11,284 "	TUESDAY, 24th January, at Noon.
"MONGOLIA"	13,639 "	FRIDAY, 3rd February, at Noon.
"CHINA"	5,060 "	FRIDAY, 17th February, at Noon.
"MANCHURIA"	13,639 "	TUESDAY, 28th February, at Noon.
"DORIO"	4,784 "	SATURDAY, 11th March, at Noon.

Record Trip Yokohama to San Francisco made by S.S. "KOREA," 11,276 tons, Oct. 18th 1898, 10 days, 15 hours.

THE P. M. Steamship "KOREA" will be despatched for SAN FRANCISCO, via SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA, and HONOLULU, on FRIDAY, the 6th January, at Noon, taking Freight for Japan, the United States, and Europe. Passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada.

Passengers holding through ORDERS TO EUROPE have the choice of the Overland Rail Routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways; also the CANADIAN PACIFIC RAILWAY on payment of £4 in addition to the regular tariff rate.

Passengers holding Orders for OVERLAND CITIES in the United States have between SAN FRANCISCO and CHICAGO, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways, and from Chicago to destination the choice of direct lines.

Special rates (first-class only) to European Ports, are granted to Missionaries, Members of the Naval, Military, Diplomatic and Consular Services, and European Civil Service Officials located in Asia, and to European Officials in the Service of the Governments of China and Japan.

TO UNITED STATES AND CANADIAN PORTS, Special rates (first class only) are confined and will apply only to Missionaries, Members of the Naval and Military Services, and to Consular and Diplomatic Officials of the Governments of China and Japan.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Companies' and connecting Steamers.

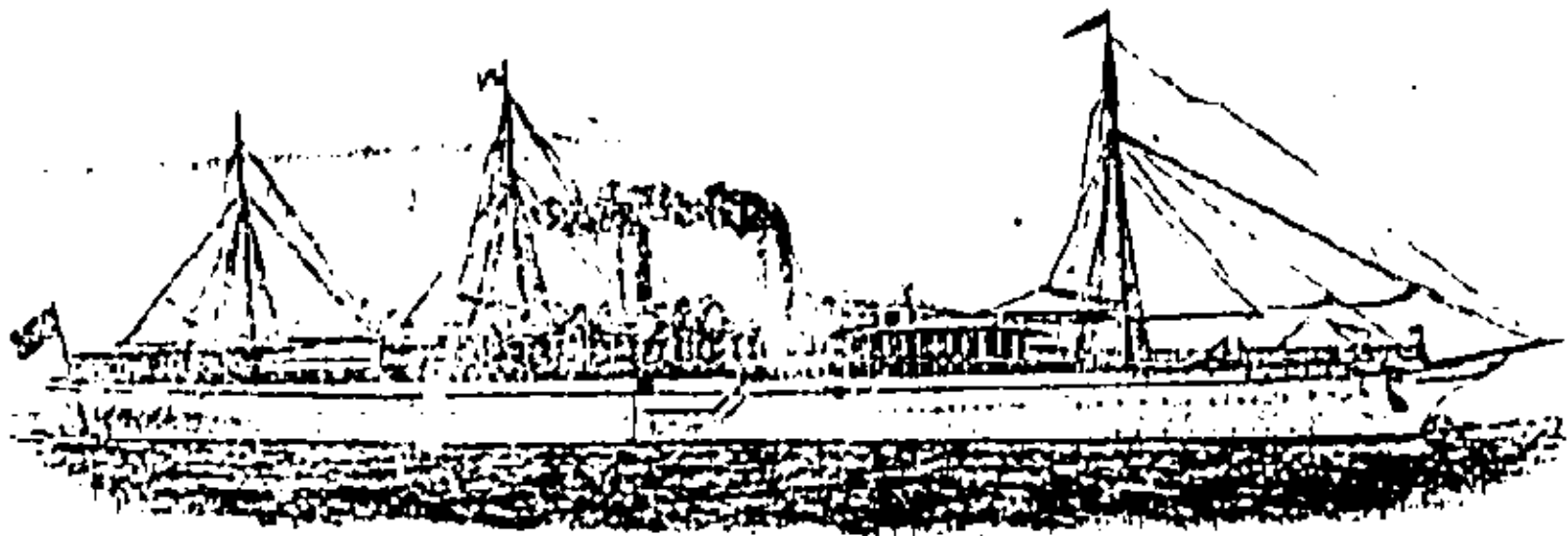
FEATURES OF THIS LINE.

The largest and steadiest and fastest passenger ships on the Pacific. Southern Route; passengers enjoy out-door throughout; deck bathing. The call at Honolulu, Oahu, the most fertile and beautiful island of the Pacific. The only line to San Francisco, the greatest port of the Pacific. Sailings positively on schedule date.

For further information as to Passage and Freight, apply to the Agency of the Companies, Queen's Building.

E. W. TILDEN, Agent.

Hongkong, 27th December, 1904.

CANADIAN PACIFIC RAILWAY COY.'S
ROYAL MAIL STEAMSHIP LINE.

THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA AND THE UNITED STATES.

(CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA & VICTORIA, B.C.)

SAFETY. SPEED. PUNCTUALITY.

SAVING 3 TO 7 DAYS ACROSS THE PACIFIC.

"EMPRESS" Twin Screw Steamships—6,000 Tons—10,000 Horse Power—Speed 19 Knots.

PROPOSED SAILINGS FROM HONGKONG.—(SUBJECT TO ALTERATION).

R.M.S. "EMPRESS OF CHINA" 6,000 Tons..... WEDNESDAY, 11th January, 1905.

"TARTAR" 4,435 "..... WEDNESDAY, 25th January.

"EMPRESS OF INDIA" 6,000 "..... WEDNESDAY, 8th February.

"EMPRESS OF JAPAN" 6,000 "..... WEDNESDAY, 8th March.

"ATHENIAN" 5,440 "..... WEDNESDAY, 15th March.

"EMPRESS OF CHINA" 6,000 "..... WEDNESDAY, 29th March.

Hongkong to London, 1st Class..... £14 St. Lawrence £60. Via New York £62.

Hongkong to London, Intermediate on Steamers, and 1st Class Rail..... £40. £42.

THE magnificent Twin-screw "EMPRESS" Steamships pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12 DAYS, and make connection with the PACIFIC OVERLAND TRAINS FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE.

Passengers Booked through to all principal points and AROUND THE WORLD.

SPECIAL RATES (first class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of Chinese and Japanese Governments.

For further information, Maps, Guides, Hand Books, Rates of Freight and Passage, apply to

D. W. CRADDOCK, Acting General Agent, 9, Pedder's Street.

Hongkong, 28th December, 1904.

HAMBURG-AMERIKA LINIE.

OSTERREICHISCHE FRACHTAMPFER DIENST.

(Taking Cargo at through Rates to ANTWERP, AMSTERDAM, ROTTERDAM, COPENHAGEN, LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS IN THE LEVANT, BLACK SEA and BALTIC PORTS; NORTH and SOUTH AMERICAN PORTS).

PROPOSED SAILINGS FROM HONGKONG.

SUBJECT TO ALTERATION.

DESTINATIONS. SAILING DATES.

ARMENIA..... HAVRE and HAMBURG. 1st January. Freight.

Forst. (Calling at SPOR, PENANG & COLOMBO). 10th January. Freight.

C. FERD. LAEISZ (Calling at SPOR, PENANG & COLOMBO). 22nd January. Freight.

AMBRIA (Calling at SPOR, PENANG & COLOMBO). 27th January. Freight.

Porzellus (Calling at SPOR, PENANG & COLOMBO). 7th Feb. Freight.

SITHONIA (Calling at SPOR, PENANG & COLOMBO). 21st Feb. Freight.

Hildebrandt (Calling at SPOR, PENANG & COLOMBO). 7th March. Freight and Passengers.

ARCADIA (Calling at SPOR, PENANG & COLOMBO). 21st March. Freight.

Förck (Calling at SPOR, PENANG & COLOMBO). 21st March. Freight.

ANDALUSIA (Calling at SPOR, PENANG & COLOMBO). 21st March. Freight.

Filler (Calling at SPOR, PENANG & COLOMBO). 21st March. Freight.

RHENANIA (Calling at SPOR, PENANG & COLOMBO). 21st March. Freight.

Behrens (Calling at SPOR, PENANG & COLOMBO). 21st March. Freight.

SAMBIA (Calling at SPOR, PENANG & COLOMBO). 21st March. Freight.

HAMBURG-AMERIKA LINIE, HONGKONG OFFICE, No. 1, Queen's Buildings.

Hongkong, 21st December, 1904.

TSIN TING.

LATEST METHODS OF DENTISTRY.

STUDIO AT NO. 14, D'ARQUILLAR STREET.

REASONABLE FEES.

Consultation Free.

Hongkong, 10th July, 1904.

THE AMERICAN SYSTEM

DENTISTRY.

M. H. CHAUN, D.D.S., 37, DES VUEX ROAD CENTRAL, HONGKONG.

From the University of Pennsylvania, U.S.A.

Hongkong, 4th Jan, 1905.

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Shipping—Steamers.

HONGKONG, CANTON, MACAO AND WEST RIVER STEAMERS.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., AND THE CHINA NAVIGATION COMPANY, LTD.

HONGKONG-CANTON LINE.

S.S. "HONAM,"	2,361 tons	Captain H. D. Jones.
"POWAN,"	2,338 "	R. D. Thomas.
"PATSHAN,"	2,260 "	W. A. Valentine.
"HANKOW,"	3,073 "	C. V. Lloyd.
"KINSHAN,"	1,995 "	J. J. Lossius.

Departures from HONGKONG to CANTON daily at 8.30 A.M. (Sunday excepted), 9 P.M. and 10.30 P.M. (Saturday excepted).

Departures from CANTON to HONGKONG daily at 8.30 A.M., 3 P.M. and 6 P.M. (Sunday excepted).

These Steamers, carrying His Majesty's Mails, are the largest and fastest on the River. Special attention is drawn to their Superior Saloon and Cabin accommodation.

SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD.

HONGKONG-MACAO LINE.

S.S. "HEUNGSHAN,"	1,998 tons	Captain W. E. Clarke.
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Departures from Hongkong to Macao on week days at 2.30 P.M.

Departures on Sundays at 12.30 P.M.

Departures from Macao to Hongkong daily at 8.30 A.M.

CANTON-MACAO LINE.

S.S. "LUNGSHAN,"	219 tons	Captain T. Hamlin.
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This steamer leaves Canton for Macao every Tuesday, Thursday and Saturday at 8.30 A.M.; and leaves Macao for Canton every Monday, Wednesday and Friday at 8 A.M.

JOINT SERVICE OF THE H.K., C. AND MACAO STEAMBOAT CO., LTD., THE CHINA NAVIGATION COMPANY, LTD., AND THE INDO-CHINA STEAM NAVIGATION COMPANY, LTD.

CANTON-WUCHOW LINE.

S.S. "SAINAM,"	588 tons	Captain J. Willox.
"NANNING,"	569 "	C. Butchart.

One of the above Steamers leaves Canton for Wuchow every Monday, Wednesday and Friday at 8.30 A.M., and the other leaves Wuchow for Canton on the same days at 8.30 A.M.

Round trips take about 5 days. These vessels have Superior Cabin Accommodation and are lighted throughout by electricity.

Further particulars may be obtained at the Office of the—

HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD.,

18, Bank Buildings, Queen's Road Central, opposite the Hongkong Hotel

Or of BUTTERFIELD & SWIRE,

Agents, CHINA NAVIGATION CO., LTD.

Hongkong, 29th November, 1904.

JAVA-CHINA-JAPAN LINE.

REGULAR FOUR-WEEKLY SERVICE

BETWEEN

JAVA, CHINA, AND JAPAN.

Steamer.	From	Expected on or about	Will leave for	On or about
TJIPANAS	JAPAN	Second half January	JAVA PORTS	Second half January
TJILATJAP	JAVA PORTS	First half January	JAPAN VIA SHANGHAI	First half January
TJIMAH	JAVA PORTS	Second half January	JAPAN VIA SHANGHAI	First half February

The Steamers are all fitted throughout with Electric Light and have Accommodation for a limited number of Saloon Passengers, and will take Cargo to all Netherlands India Ports on through Bills of Lading.

For Particulars of Freight and Passage, apply to

THE HEAD AGENCY

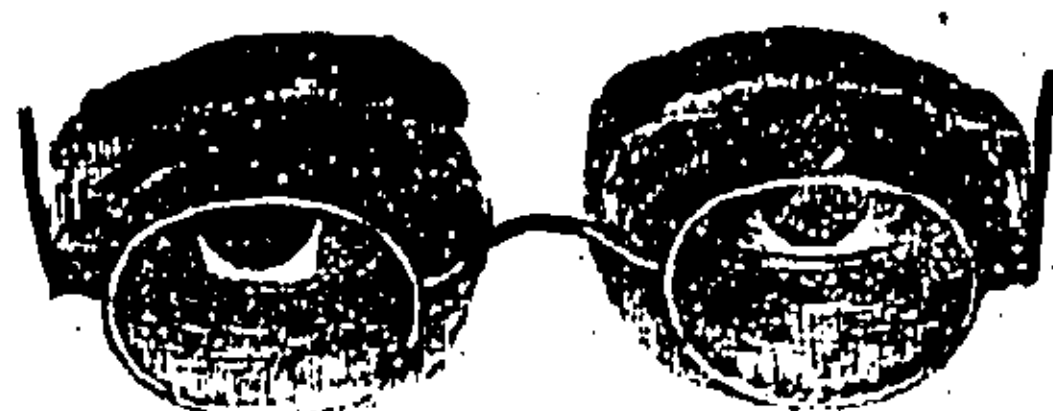
OF THE

JAVA-CHINA-JAPAN LINE.

Telephone No. 375. ALBION BUILDINGS, 3rd Floor.

Hongkong, 27th December, 1904.

Intimations.



IF YOU HAVE A HEADACHE, DON'T TAKE DRUGS UNTIL YOU HAVE HAD YOUR EYES

TESTED, FREE OF CHARGE, AT THE OFFICE OF

N. LAZARUS,

10, D'AGUILAR STREET, HONGKONG.

DEFECTIVE Vision and Eyestrain cause many Nerve Troubles, needing only proper

Glasses to Correct and Cure.

Prescription lenses ground on the premises. All work guaranteed.

Sun Glasses are useful and give the effect of coolness.

Prices from \$2.00.

A. S. TUXFORD, Manager.

Hongkong, 1st October, 1904.

[674]

F. BLACKHEAD & CO.,

SHIP-CHANDLERS, SAILMAKERS,

COAL AND PROVISION MERCHANTS, NAVAL CONTRACTORS

AND GENERAL COMMISSION AGENTS,

16, DES VUEX ROAD CENTRAL, HONGKONG,

SOAP AND SODA MANUFACTURERS.

SOLE AGENTS FOR

HARTMANN'S RAHTJEN'S GENUINE

COMPOSITION RED HAND

BRAND, HARTMANN'S GREY PAINT,

DAIMLER'S PATENT MOTOR

LAUNCHES, &c., &c.

Sole Agents for

FERGUSON'S SPECIAL CREAM

and

P. & O. SPECIAL LIQUOR SCOTCH

WHISKY, &c.

EVERY KIND OF

SHIP'S STORES AND REQUISITES

ALWAYS IN STOCK

AT

REASONABLE PRICES

Hongkong, 15th December, 1903.

[804]

LEVY HERMANOS.

DIAMOND MERCHANTS, JEWELLERS AND WATCHMAKERS.

EASTMAN'S KODAKS AND FILMS.

Sole Agents for "OMEGA" WATCHES.

"OMEGA" is the best "THREE YEARS" guarantee given to every purchaser.

40, QUEEN'S ROAD, Watson's Building.

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Intimation.

WM. POWELL,
LIMITED.

High-Class Drapers,
Dressmakers, Milliners,
and
House Furnishers,
ALEXANDRA BUILDINGS,
Des Vaux Road.

Business Hours—8.30 A.M. to 6 P.M.

EVERYTHING
OF THE
LATEST FOR
LADIES' AND
CHILDREN'S
WEAR.A good Selection of Winter
Jackets.Embroidered Robes for evening
wear.

Lace Wraps.

Fascinators and Shawls for even-
ing wear.

Gloves for evening wear.

Trimmed and Untrimmed Hats.

New Laces.

Soft Satin Ribbons in many
pretty shades.

Smart Flannel Blouses.

New Crepoline Voles.

Fancy Flannels & Dress Fabrics.

A new Stock of Children's Mil-
linery.Our Furnishing Department has
now a complete Stock of First-
class Carpets, Rugs, Bedsteads, &c.GENTLEMEN'S
DEPARTMENT:

28, QUEEN'S ROAD,

OPPOSITE THE CLOCK TOWER.

New Bowler Hats.

Soft Felts and Tweeds.

Panamas.

Pedal Straws.

Boaters.

Motor and Golf Caps.

Winter Waistcoats.

Dress Waistcoats.

Ties and Half-Hose.

Patent Leather Boots.

Oxford and Court Shoes.

Black and Brown Galf and Glee
Kid Boots in many smart and
comfortable shapes.A very fine Stock of well-cut
Overcoats made by one of the
best London Firms.

Exclusive designs in Neckwear.

&c., &c., &c.

Wm. POWELL, Ltd.
HONGKONG.

Hongkong, 27th December, 1904.

Auctions.

PUBLIC AUCTION.

THE Undersigned has received instructions
to Sell by
PUBLIC AUCTION,
TO-MORROW,
the 29th December, 1904, at 2.30 P.M., at
"Woodlands," Castle Road,
A QUANTITY OF
VALUABLE HOUSEHOLD
FURNITURE,
Comprising—

PLUSH COVERED DRAWING ROOM
SUITE (by Lane, Crawford & Co.), CONSOLE
TABLES with BEVELLED MIRROR,
HATSTANDS with MIRROR, OVER-
MANTELS with BEVELLED MIRROR,
FANCY TABLES, PICTURES, ENGRA-
VINGS, ORNAMENTS, &c., &c., &c.
EXTENSION DINING TABLE, SIDE-
BOARDS with BEVELLED MIRROR,
DINNER WAGON, DINNER SET (almost
new), CHIFFONNIER with MIRROR, CANE
SEAT DINING CHAIRS, CARD TABLES,
MARBLE-TOP TABLES, &c., &c., &c.
DOUBLE and SINGLE IRON BED-
STEADS, WARDROBES with BEVELLED
MIRRORS, DRESSING TABLES with
BEVELLED MIRROR, MARBLE-TOP
WASHTANDS, WRITING TABLES,
&c., &c., &c.
GLASS, CROCKERY and PLATED
WARE, &c., BATH-ROOM REQUISITES,
&c., &c., &c.

2 CARRYING CHAIRS.
2 RICKSHAS.
2 BICYCLES.
2 SEWING MACHINES.

AND
One COTTAGE PIANO by "Pleyel" (in
good condition)

TERMS—Cash on delivery.
On view from Tuesday, the 27th December, 1904,
GEO. P. LAMBERT,
Auctioneer.

Hongkong, 28th December, 1904. [1376]

PRELIMINARY NOTICE.

PUBLIC AUCTION.

THE Undersigned has received instructions
from CH. S. P. RUGO, Esq., to Sell by
PUBLIC AUCTION,
ON
FRIDAY,

the 30th December, 1904, at 2.30 P.M., within his
residence, No. 2, Ormsby Terrace, Granville
Road, Kowloon,
THE WHOLE OF HIS
HOUSEHOLD FURNITURE.
Catalogues will be issued.

TERMS—As usual.
HUGHES & HOUGH,
Auctioneers.

Hongkong, 20th December, 1904. [1364]

Intimations.

WEISMANN, LTD.

(CAFE WEISMANN.)

THE place par excellence in Hongkong
for Refreshments of all descriptions.

Facing the Post Office, Queen's Road,
Central.

Everything of the best, prepared and
served under entirely European Manage-
ment.

See our Grand Christmas Display.
Cakes, Bonbons and Confectionery of all
kinds made to customers' own order and
design.

Send or Bring Your orders.
We guarantee satisfaction.

The Weissmann Most Up-to-date Cafe
in the Orient.

Hongkong, 17th December, 1904. [1349]

THE
CHINA AND JAPAN TELEPHONE

AND
ELECTRIC COMPANY, LIMITED.

ELECTRIC BELL INSTALLATIONS.

FITTED AND MAINTAINED.

ELECTRIC SUPPLIES:

BATTERIES.

ELECTRIC BELLS.

SWITCHES.

TELEPHONES.

INSULATORS.

WIRE.

SEND FOR PRICE LISTS

AND
ESTIMATES.

ADDRESS—2, ICE HOUSE ROAD,
HONGKONG, 22nd November, 1904. [61]

THE WEIHWAI GOLD
MINING CO., LD.

(Continued from yesterday.)

Mr. Leake—How long will it take to get
debentures?

Mr. Speelman made a remark, apparently
supporting the debentures plan, but it was
inaudible at the table.

Mr. Hunt—I suggest that the rate ought to
be 12 per cent; that would be fairer.

Mr. Moller—Put it to the meeting whether
the majority agrees to a reconstruction scheme.

The Chairman—But there is no time to
collect the money.

Mr. Moller—Take the resolution to the
bank.

The Chairman—There is a banker present;
ask Mr. Speelman if he would accept such
a resolution.

Mr. Macleod—You can't pass any resolution
at this meeting.

Mr. Speelman—It seems to me that the
bank has obtained the whole property, which
the Chairman tells us is very valuable, for
\$18,000 only.

The Chairman—You see by their letter
to-day the bank will not allow any scheme
by which we can use the \$10 per share called
upon the preference shares, but on that security
they give up their lien on the mine property.

Mr. Speelman—Then the whole mine is
free?

The Chairman—Yes; anyone advancing
money now, advances it on a property absolutely
free, on which there is no claim whatever.

Mr. Speelman—And what you want is
\$10,000?

The Chairman—We must have that money
to-day.

Mr. Leake again urged the adoption of Mr.
Moller's proposal.

The Chairman—Mr. Macleod says it can't
be done; this is an informal meeting, and four-
teen days' notice would be required for an
extraordinary meeting.

A Shareholder—Would it not be as good a
security for the bank if the principal share-
holders would agree to that?

Mr. Blount—If the International Bank is
willing to accept the calls on the preference
shares the property is free.

The Chairman—True.

Mr. Blount—Then the property being free,
are there no other bankers in Shanghai willing
to advance \$10,000 on the security of our
property?

Mr. Speelman—I don't think the directors
have tried.

Mr. Leake—Another point; if this is an in-
formal meeting, the scheme of issuing debentures
is informal.

The Chairman—If that paper is signed, the
bank will take it as perfectly satisfactory.

Mr. Moller—I beg to propose that a call of
\$10 each be made on the present shares.

The Chairman—Pardon me, Mr. Macleod
says that no resolution can be passed at this
meeting; we must give fourteen days' notice.

Mr. Heffer—The Directors have power to
issue debentures.

Mr. Speelman—I think the only thing is to
issue debentures.

Mr. Blount—Would it not be a simple mat-
ter to try one of the other banks and see if
they won't advance the \$10,000?

The Chairman—But what's the time?

Mr. Blount—It will take less time for the
bank to say "yes" to that than it will take to
collect the money from fifty to sixty share-
holders.

The Chairman—But all we have to do is to
take this paper filled up to the bank to-morrow
and we can go on meeting our liabilities.

Mr. Blount—That will cost us fifteen or
twenty per cent.

Mr. Heffer—We can make the debentures
repayable in six months.

Mr. Moller—I may not move a resolution,
perhaps I may make a suggestion that we draw
up a round robin to the effect that the share-
holders present here will pay a call of \$2 per
share, that the Chairman take that to the bank,
and ask them if the money will be advanced
on that, with the understanding that in a
month's time an extraordinary meeting is called
and a proper resolution is passed.

The Chairman—I may say for myself, as I
have already put up \$20,000, I should not sign
such a paper as that; I have put in already as
much as I can afford.

Mr. Leake—At the present time the pre-
ference shares are mortgaged to the bank; why
cannot this call be mortgaged to them in the
same way?

The Chairman—But you can't make the call
for twenty-eight days.

Mr. Moller—Your \$20,000 would be released
if you signed that round robin. The preference
shares are a sufficient guarantee for the over-
draft and you would simply be on the same
footing as the other shareholders who signed.

The Chairman—If you had heard distinctly
the letter from the bank which I read just now,
you would have noticed that they stipulate that
the security deposited with them shall remain
as it is a condition of their acceptance of the
call on the preference shares in payment of the
overdraft. That security is my \$20,000.

A Shareholder—The security is only required
until they receive the proceeds of the call.

Mr. Moller—That will be finished in two
months, will it not?

The Chairman—One call is due on the 15th
of January and the other on the 15th of Feb-
ruary, but some of our people are in Europe
and America and they won't come in by the
specified dates.

Mr. Moller—Still the bank will return your
security if you let them hold these preference
share calls.

The Chairman—We are no nearer to it; we
can do nothing.

Mr. Speelman—If we, who are present, sign
this round robin to subscribe another \$2 per
share, the shareholders who are not present get
the advantage without subscribing, unless in-
terest is paid on these extra subscriptions.

Mr. Macleod—That brings it exactly to the
directors' scheme.

Mr. Moller—Would it not be better to issue
debentures at fifteen or twenty per cent just at
present?

The Chairman—That is exactly what I want
to do.

Mr. Moller—And then reconstruct afterwards.
The Chairman—There will be no need.

Mr. Taylor—In two months we shall be pay-
ing our way.

Mr. Heffer—The first thing is to settle what
rate of interest the debentures shall bear.

The Chairman—Mr. Moller, you were talking
of taking debentures, what rate of interest will
you require?

Mr. Moller—I will leave that to persons
better qualified to decide.

Mr. Hunt—I beg to propose twelve per cent.
A Shareholder—I beg to second that, and
that it be arranged so that they can be repaid
in six months; we don't want them hanging
over us for ever.

Mr. Taylor—As far as I can see this demand
will fall on about twenty-five per cent of the
shareholders; there ought to be some advan-
tage to them afterwards in the way of a first
opportunity to acquire the remaining ordinary
shares at par.

Mr. Speelman—If this money is not put in
now, the company is finished.

Mr. Taylor—Send the hat round; let us put in
\$2 a share and let the bank advance us money
on that.

The Chairman—As I have said there is no
time for that.

Mr. Barff—This draft can be met at any time
up to four o'clock to-morrow afternoon.

Mr. Leake—It was the ordinary shareholders
started the company; we have already pre-
ferred shareholders claiming before them, and
now we are to have debenture-holders as well.
I think an opportunity should be given to the
ordinary shareholders of putting in a little
extra money and saving their rights. You say
it will take a month or six weeks to carry out
Mr. Moller's scheme, but I think the bank
manager will be reasonable and will take the
round robin as an expression of opinion. We
might raise enough to cover the necessary out-
goings and that would give us time to turn
round and do something. Let the first share-
holders have an opportunity to cover this pre-
sent amount.

The Chairman—But these debentures will
be paid off in six months.

Mr. Speelman—You won't find anyone to
subscribe debentures to be paid off at six
months' notice.

Mr. Heffer—Let us have debentures of \$20
which can be transferred into ordinary shares
later and let them rank as ordinary shareholders.

Mr. A. L. Anderson—I am not yet on the
register of shareholders, but may I be allowed
to make a remark?

The Chairman—Yes.

Mr. Anderson—Had the directors any
authority or right to sell a lien on the property
if they considered it good enough to do so?

The Chairman read from the Articles of
Association, that bearing on the point.

Mr. Anderson—That sounds as though you
have full power to dispose of the lien. Cannot
you find in this room men willing to pay off the
little money to save their interests in the com-
pany by purchasing from you, here and now, in
this room, the lien on the property? Ten men
each at \$1,000, say.

Mr. Macleod—That is exactly the scheme of
debentures proposed.

The Chairman—I am perfectly willing if you
can find anyone.

Mr. Taylor—Cannot we say we are lending
so much to the company at so much per cent
on the security of the property. And in return
we can have a first option on taking up the
balance of the unpaid ordinary shares, sup-
posing them to go up to a premium, at par.

Mr. Speelman—It is only fair if we put our
money in this way we should have some
advantage and we should certainly have the
option of taking up the other shares afterwards.

Mr. Taylor—I will take up \$1,000.

Other offers came from all parts of the room,
and the meeting became completely informal,
shareholders breaking up into groups to discuss
the situation.

A form was drawn up by Mr. Macleod for
signature, as follows:—

"We, the undersigned, hereby agree to take
up and pay for debentures on the property of
the company to the amount below, about to be
issued by the Weihwai Gold Mining Com-
pany, Ltd., at twelve per cent per annum, on the
condition that we have the option at any time
to claim the allotment in full of ordinary shares
to the nominal value of our present subscrip-
tion in lieu of the debentures which will be
thereby redeemed."

The subscriptions were taken up so eagerly
that more than the amount required was signed
for in the space of a few minutes. Then the
meeting dispersed.

COMMERCIAL.

TO-DAY'S EXCHANGE.

Selling.

London—Bank T.T. 1/11 5/16
Do. demand 1/11 1/16
Do. 4 months' sight 1/11 9/16
France—Bank T.T. 2/4 1/2
America—Bank T.T. 47 1/2
Germany—Bank T.T. 1/12 1/2
Japan—Bank T.T. 1/12 1/2
Singapore—Bank T.T. 1/12 1/2
Java—Bank T.T. 1/12 1/2

4 months' sight L/C 1/11 11/16
30 days' sight L/C 1/11 13/16
30 days' sight San Francisco & New York 1/11 13/16
4 months' sight do 1/11 13/16
30 days' sight Sydney and Melbourne 1/11 15/16
4 months' sight France 2/4 1/2
6 months' sight do 2/4 1/2
4 months' sight Germany 2/4 1/2
But Silver 28 3/16
Buck of England rate 3 1/2

OPIMUM QUOTATIONS.
To-day's quotations are as follows:—

Malwa New 1/100 1/100
Old 1/100 1/100
Patna New 1/100 1/100
Benares New 1/100 1/100
Peshawar (Rajput) 1/100 1/100

Intimations.

GOVERNMENT NOTIFICATION.

INFORMATION has been received from the
Military Authorities that GUN PRACTICE
will be carried out as under:—

Stonecutters, on WEDNESDAY, the 28th
instant, in a South-Westerly direction, at
ranges from 600 to 4,000 yards.

Stonecutters, on FRIDAY, the 30th instant,
in a South-Westerly direction, at ranges
from 600 to 4,000 yards.

Lyemum, on FRIDAY, the 30th instant, night
firing in the direction of Junk Bay, at
ranges from 600 to 6,000 yards.

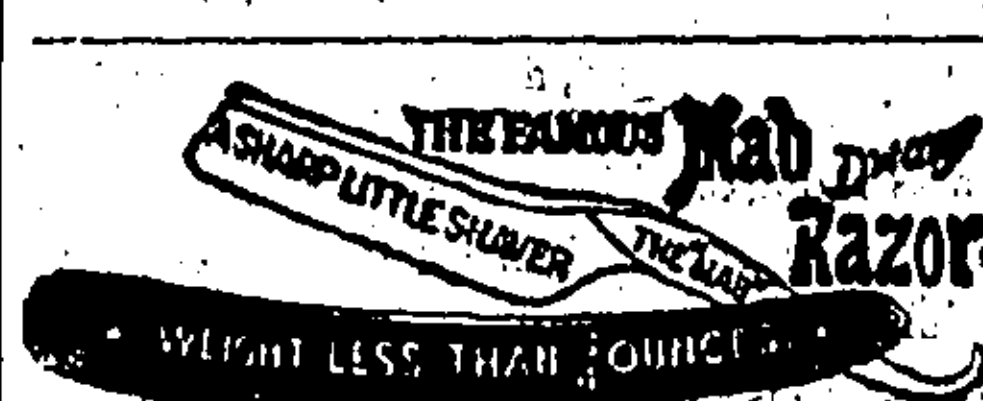
If the weather is unfavourable on either date,
Practice will take place on the following day,
but, if unfavourable for night firing, the Practice
will be cancelled.

Practice will commence about 9 A.M. and
finish about 11 A.M., if the range is clear at
Stonecutters, and at 7 P.M. and finish about
9 P.M. at Lyemum.

All ships, junks and other vessels are to
keep clear of the range.

L. BARNES-LAWRENCE,
Harbour Master, &c.

Harbour Department,
Hongkong, 21st December, 1904. [1371]



THIS DWARF RAZOR has superseded
the old fashioned clumsy Razor and by
its use Shaving becomes a pleasure. It is
manufactured in Sheffield, England, from a
special amalgam of steel which makes imita-
tion impossible, and in consequence it enjoys
the largest sale of any Razor in the World.
Thousands of Testimonials testify that the
little "MAB" is the finest shaving implement
ever produced.

To be obtained from THE MUTUAL STORES,
WATKINS, LIMITED, and all first-class stores
in the Colony.

Sole Agents for Far East, HOWARD & Co.,
29, Des Vaux Road, Central, Hongkong.
Agents wanted in every port.

For particulars and terms, apply to—
HOWARD & Co.
Hongkong, 24th November, 1904. [1269]

SPECIAL OLD TOM GIN.

Marshall and
Elvy's



DOUBLY DISTILLED
AND
MATURED AGE.

TO BE OBTAINED FROM—
THE MUTUAL STORES,
Des Vaux Road.

Hongkong, 11th May, 1904. [608]

THE NEW FRENCH REMEDY

TRADE MARK

This successful and highly popular remedy, used in the
Continental Hospitals of London, Boston, Vienna, and
other places, combines all the desiderata to be sought in a
medicine of the kind, and surpasses everything hitherto
employed.

THERAPION No. 1 is a re-
markable preparation, especially adapted for the treatment
of all the acute and chronic diseases of the urinary system,
such as Catarrh of the Bladder, Stricture, Hematuria, and
all the other affections of the Urinary Organs, and is
equally effective in the treatment of the most severe cases
of the more trying complaints of this kind. It will be
found, without exception, to be a most powerful and
valuable remedy in all the above-named cases, and is
entirely free from any harmful effects.

THERAPION No. 2 is a re-
markable preparation, especially adapted for the treatment
of all the acute and chronic diseases of the urinary system,
such as Catarrh of the Bladder, Stricture, Hematuria, and
all the other affections of the Urinary Organs, and is
equally effective in the treatment of the most severe cases
of the more trying complaints of this kind. It will be
found, without exception, to be a most powerful and
valuable remedy in all the above-named cases, and is
entirely free from any harmful effects.

THERAPION No. 3 is a re-
markable preparation, especially adapted for the treatment
of all the acute and chronic diseases of the urinary system,
such as Catarrh of the Bladder, Stricture, Hematuria, and
all the other affections of the Urinary Organs, and is
equally effective in the treatment of the most severe cases
of the more trying complaints of this kind. It will be
found, without exception, to be a most powerful and
valuable remedy in all the above-named cases, and is
entirely free from any harmful effects.

THERAPION No. 4 is a re-
markable preparation, especially adapted for the treatment
of all the acute and chronic diseases of the urinary system,
such as Catarrh of the Bladder, Stricture, Hematuria, and
all the other affections of the Urinary Organs, and is
equally effective in the treatment of the most severe cases
of the more trying complaints of this kind. It will be
found, without exception, to be a most powerful and
valuable remedy in all the above-named cases, and is
entirely free from any harmful effects.

THERAPION No. 5 is a re-
markable preparation, especially adapted for the treatment
of all the acute and chronic diseases of the urinary system,
such as Catarrh of the Bladder, Stricture, Hematuria, and
all the other affections of the Urinary Organs, and is
equally effective in the treatment of the most severe cases
of the more trying complaints of this kind. It will be
found

Intimations.

A. S. WATSON & CO., LIMITED.

ESTABLISHED A.D. 1841.

CHEMISTS BY APPOINTMENT TO HIS

EXCELLENCY THE GOVERNOR.

WATSON'S

BALSAM

OF

ANISEED

is not a cure 'all, but . . .

IT DOES CURE . . .

A COUGH, . . .

and that right speedily.

A. S. WATSON & Co., LIMITED.

THE HONGKONG DISPENSARY.

ALEXANDRA BUILDINGS.

Hongkong, 10th December, 1904. [35]

WINE

AND

SPIRIT MERCHANTS,

HONGKONG,

34, QUEEN'S ROAD CENTRAL.

FIRST FLOOR,

(Wm. POWELL & Co.'s old premises).

HOCKS.

Per case, quarts.

Laubenheimer	...	...	\$14.40
Graacher	...	...	15.00
Niersteiner	...	...	16.00
Hochheimer	...	...	21.00
Liebfraumilk	...	...	24.00
Sparkling Hock	...	...	19.80
Sparkling Hock Nonpareil	...	...	27.00

N.B.—All our Wines and Spirits are bottled at home, thereby ensuring to our Customers all the advantages accruing from bottlings done at home under the direct supervision of the Growers and Distillers as compared with bottling done in China by Chinamen at the service of European houses.

NOTICE.

All communications intended for publication in "THE HONGKONG TELEGRAPH" should be addressed to The Editor, 1, Lee Hoise Road, and should be accompanied by the Writer's Name and Address.

Ordinary business communications should be addressed to The Manager.

The Editor will not undertake to be responsible for any rejected MS., nor to return any Contribution.

SUBSCRIPTION RATES (IN ADVANCE).

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The rates per quarter and per annum, proportional.

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The postage on the weekly issue to any part of the world is 30 cents per quarter.

Single Copies, Daily, ten cents; Weekly, twenty-five cents.

The Hongkong Telegraph

HONGKONG, WEDNESDAY, DEC. 28, 1904.

GAMBLING IN "FUTURES."

Appropos of the present adjustments in stock exchange which apparently have caused a temporary cessation in legitimate business, so far as Hongkong is concerned, by the inordinate extent to which gambling has been indulged in by speculators in Shanghai, the observations made in a home contemporary on the subject of gambling in "futures" will be read with considerable interest at the present moment. Looking at the weekly circulars issued by the stockbrokers of Hongkong and Shanghai, the settlements now proceeding, especially in the northern market, are likely to cause much trouble in the financial circles of our rival city. Happily, in Hongkong, after the experience of some fifteen years ago, the speculative spirit has apparently been abated, and the same difficulties now besetting our neighbours have not to be met here. Even if they are felt, similar consequences cannot arise since the resources of the major proportion of those who have been indulging in the flutter are quite able to meet the differences between the rates they have bought and sold the principal stocks concerned in the settlement that is reported to be practically arranged for the closing days of the year. Since the operation of the Sugar Convention of 1902 it has become a notable fact that gambling in sugar has been carried on very largely in the European markets. By a series of continuous rises the wholesale price of "raw beet sugar, 88 per cent.," has now been driven up to about 14s. a cwt., as against 7s. 3d. in October, 1902. At the same time the price of sugar to the consumer has been raised to 2½d. a pound, as against only 2d. a few months back. These two facts, our home contemporary states, are a forcible reminder of the mischief wrought to traders and consumers alike by "bulls," "bears," "cornerers," and the whole unholy brotherhood of market speculators. Instead of being allowed to take their natural course, as dictated by the facts of the trade, prices are forced up and down in accordance with the operations of the gamble. The gentleman who speculates in "futures" may not have the remotest intention of taking up or delivering the goods he buys or sells. His sole object is, in Stock Exchange parlance, to "snatch differences," and he may know as much about the goods he is supposed to be dealing in as the average lay speculator in mines knows about winces and "bunkets." As a coffee-broker put it the other day, he is merely a man with a pencil and a notebook, and his trading is a paper business, illegitimate, unreal, and a curse to the business he dabbles in.

LOCAL AND GENERAL.

It has been decided to withdraw to India one of the native Infantry regiments at Hongkong without relief.

The death is announced of Mr. James Hall, one of the founders of the British India Steam Navigation Company.

We have to acknowledge the receipt of \$5, from Miss H. Lewis, Canton, towards the Canton Lepers Relief Fund.

VISCOUNTESS Hayashi, finding the English climate too trying for her, has left London for Japan accompanied by her granddaughter.

A CONCERT has been arranged by the Water Police Force, to take place on the 4th prox., at their quarters at Tsimtsatsui. An especially good programme is being drawn up for the occasion.

THE Customs Gazette for the third quarter of the present year has been issued. The returns show a decided revival of trade, the total revenue collected during the quarter comparing as follows with the same quarter in 1903, in Halkuan taels: 8,209,375 against 7,799,246.

In consequence of the death of the Right Revd. Bishop Piazzoli, the president of the Catholic Union, the dates of the performance of the Xmas Pantomime have been changed from 28th and 29th inst. and 2nd prox., to 4th, 6th and 7th January. The seats previously booked are cancelled and new plans of seats will be view from 39th inst.

LIEUT. Lord Bernard C. Gordon-Lennox, Grenadier Guards, has been seconded for service with the Chinese Regiment of Infantry.

Mr. Alfred Beit has offered to endow a professorship at Oxford University to direct the study of the history of the colonies and the British dominions beyond the seas.

IN January, 1904, the S.P.C.K. gave an initial grant of £35 towards the Medical Mission at Banting, Sarawak. Mrs. G. H. Allen, doctor in charge, now asked for a further grant, which the Bishop of Singapore and Sarawak warmly recommended. The committee voted £15.

PRINCE Ranjitsinhji, who has arrived at Bombay is, according to a Bombay correspondent, visiting his native country with a view to matrimony. His aged mother entertains a natural wish to see the Prince married during her lifetime. Mr. A. C. MacLaren, the famous Lancashire cricketer, is accompanying Prince Ranjitsinhji. They are to be joined later by Lord Hawke.

WRITING under to-day's date, Messrs. Gregor & Co. state, in connection with Bordeaux wines, that their reports to hand by to-day's French mail as to this year's vintage are satisfactory under every respect. The yield has not been excessive, but the quality both in ordinary wines and higher growths promises to be exceptionally good, these latter being especially very useful for bottling. The yield being only regular, but quite sufficient in every district, the prices are likely to maintain themselves relatively low, and it is therefore to be hoped that 1904 vintage may be classed as to quality and price with that of 1898.

At the Masonic Hall last evening the annual Installation of Master of the Zealand Lodge, 525 E. C. took place. The installing ceremony was conducted by Wor. Bro. Ray, Deputy District Grand Master, and the officers of the Grand Lodge for the Districts of Hongkong and South China, E. C. The incoming Master, Wor. Bro. H. Sykes, appointed his officers for the current year as follows:—Bro. W. H. Purcell, Senior Warden; Bro. A. H. Skelton, Junior Warden; Bro. H. B. Townshend, Chaplain; Bro. W. King, Treasurer; Wor. Bro. G. Piercy, Secretary; Bro. A. E. Crapnell, Senior Deacon; Bro. J. C. Lowe, Junior Deacon; Bro. S. D. Hickie, Organist; Bro. C. Fittock, Inner Guard; Bro. J. Wilson, Director of Ceremonies; Bro. J. B. Winter and W. G. Drew, Stewards; Bro. J. Vanstone, Tyler. After the ceremony a banquet was served in the dining hall downstairs at which a large number of visiting brethren attended. The musical portion of the evening's programme was especially good.

EWO COTTON SPINNING AND WEAVING CO., LTD.

The ninth annual general meeting of the Ewo Cotton Spinning and Weaving Co., Ltd., was held on the 23rd inst., at the offices of the General Managers, No. 27 The Bund. There were present: Messrs. Henry Keswick (Chairman), A. McLeod, P. F. Lavers and Zee Quanying, (members of the consulting committee), Messrs. W. C. Murray, T. Kerfoot, B. A. Clarke, H. J. Clarke, J. Moosa, Yuen Chong, J. M. Young, and Jas. McKie (secretary).

The secretary read the notice convening the meeting. The chairman said:—Gentlemen,—The report and accounts were circulated to shareholders some 12 days ago and with your permission I will not detain you by repeating them, but regard their contents as read.

We have to report to you a very disappointing year, for whereas we made quite a satisfactory profit on the first six months' working adverse circumstances which are referred to in his report resulted in the mill running at a loss during the latter part of the period under review. Our first reverse was the immediate result of the outbreak of hostilities between Russia and Japan which not only entirely stopped clearances of yarns already sold to northern outlets, but caused an accumulation of stocks on all of which interest charges absorbed the working margins. Then later in our financial year, we had as a result of famine prices prevailing for American cotton, an unusually strong demand for export which resulted in the price of the locally grown staple touching a level that rendered it impossible to spin yarn at a profit.

In connexion with the figures submitted to you it will be noticed that the balance at credit of working account is Tls. 71,137.30 which shrinks to practically nothing when deductions are made for the very heavy item of interest charges to which I have already referred and for the concurrent heavy insurance premium incurred for the same reason. The balance at credit of profit and loss accounts, Tls. 12,844.76, it is proposed to carry forward to current year.

The sum of Tls. 10,245.00 has been spent on renewals and repairs to machinery and our mill manager submits a very satisfactory report under this heading, indeed we are turning out as heavy a weight of yarn as the mill has ever recorded since its construction.

As regards the future I have pleasure in stating that the mill's production up to May 1905 has been sold at a profit and we can only hope that we may be more successful in the latter part of next year than we have been in 1904. With regard to the report of the meeting of a similar institution across the river some criticisms seemed to have been made and questions asked as to how, in view of the large business done in piece goods, there were not large clearances of yarn. This is because the yarn is for future delivery and the same explanation is applicable in our case.

There being no questions asked, the chairman moved the adoption of the report and accounts as published. Mr. McLeod seconded and the motion was carried.

Mr. B. A. Clarke proposed the re-election of the retiring consulting committee for the ensuing year. The motion was seconded by Mr. H. J. Clarke and carried.

Mr. W. C. Murray proposed that Mr. G. R. Wingrove be re-elected auditor of the company. Mr. Yuen Chong seconded and the motion was carried.

This concluded the business of the meeting.

NAVAL NOTES.

H.M.S. *Ocean*, the flagship of Admiral Sir Gerard U. Noel, is due here shortly from Weihaiwei.

The battleship *Centurion* is also expected to arrive from the same port.

H.M.S. *Vengeance* is to go to Mins Bay again at the end of the month and will probably stay there for upwards of a week. She then comes to Hongkong and, according to rumour, will depart for the south after remaining here for a few days.

Rear-Admiral William Henry May, M.V.O., who has been appointed to the command of the Atlantic fleet will be succeeded as controller of the navy by Capt. Henry Bradwardine Jackson, F.R.S.

The following appointment has been made at the Admiralty:—Staff-Surgeon A. S. G. Bell, to the *Tamar*, to date November 21.

Thirty-one vessels, of little or no fighting value, are being withdrawn from the Navy, thus releasing 7,000 officers and men for war service, and leading to great economies.

The British fleet of submarines is being steadily and expeditiously increased. Five submarines have been delivered this year from Barrow, and three others are in course of rapid construction there. The latest of these boats placed on the stocks will be a larger type than the others, and embraces the latest improvements in submarine science. These vessels are being built at other places besides Barrow, and, as a matter of fact, no fewer than eighteen submarines are in process of construction for the British Navy. The German Government, as well as the French, are building a good many submarines.

TWO-YEAR COMMISSIONS.

One of the coming changes—and a most welcome one it will be—is the commissioning of ships for two years' service, abroad instead of three. This will be a great boon to officers and men, and it will be an economic change, too, as ships will then undergo large repairs every four years instead of every three years as at present.

SHIPPING JETSAW.

AT THE DOCKS.

The work on the repairs to the s.s. *Agincourt*, now in No. 2 berth at the Kowloon docks, is going steadily on, and it is expected that she will be ready to leave the docks about the 12th prox., and be prepared for sea about the middle of the same month. Her destination then is not at present definitely known, though it is believed to be a home port.

The repairs and alterations on the s.s. *Andrevell* are making satisfactory progress, and she will be ready to take her place on the South African run very shortly.

The s.s. *Empress of China* was placed in dry dock yesterday, for her annual over-haul. She was surveyed this morning, and will undergo minor repairs, and it is expected she will be ready to resume her run on schedule time.

The French mail steamer *Ilue*, running between Hongkong and Haiphong, has been placed in dock for the purpose of undergoing extensive repairs to her engines and boilers.

The taking over of the s.s. *Andraschana*, which we recorded some time ago had been chartered for the South African coalle trade, has been postponed a few months in order to fit in with the charterers' operations.

The s.s. *Charles Hardwin*, resumed her regular run on the Hongkong-Canton line, last night, after an interregnum of several months, and will be followed by the s.s. *Paul Beau* to-night, as previously announced in these columns.

The hospital ship *Rohilla Maru*, beached at Moji, has been refloated, and will be docked at Kobe.

The N. Y. K. S. *Owari Maru*, 1,016 tons gross, was driven ashore in a gale, at Nemuro in Hokkaido. All on board were saved.

On the French mail steamer *Australien*, which arrived from home this morning are 362 infantry and artillerymen of the French army, who embarked at Marseilles and are going on to Shanghai.

Messrs. Kellocks have sold by auction the P. and O. liner *Ballaarat*, the steamer being sold to Mr. Luigi Pittalugo, of Genoa, for £6,000. The *Ballaarat* is 4,800 tons gross, 2,860 tons net, and was built at Greenock in 1882.

As the British steamer *Seneca* was leaving the Standard Oil Wharf, at Pootung, Shanghai, on the 22nd inst., she collided with the Norwegian steamer *Fortuna*, but fortunately not doing much damage. Two lighters alongside the *Fortuna*, however, were sunk. The *Seneca* had two tugs to tow her to her berth, but owing to the strong N.W. wind blowing at the time she could make no head way and had to tie up at the wharf again.

Capt. Russell arrived at Singapore on the 16th inst. with the s.s. *Hok Wei*. He is taking her to Shanghai to hand her over to the purchasers, who recently secured her from Messrs. Huttenbach Liebert & Co., of Penang.

THE CHRISTMAS MAIL.

The Post Office gives notice of the fact that the parcel mail from Europe per the s.s. *Coromandel*, being the Christmas Mail and an exceedingly heavy one, the parcels will not be ready for delivery to the public until Sunday morning. The receipts will be distributed by the 12 (noon) delivery on Saturday or as soon as possible after the arrival of the ship in the harbour.

The parcel office will be open from 8 till 11 a.m. on Monday and Tuesday.

LORD Curzon, Viceroy of India, has left London to resume his duties. He travelled overland to Marseilles, where he joined the P. and O. steamer *Perila* for Bombay, whence he took train to Calcutta. He had as fellow-passengers on the *Perila* Lord Hawke, Lady Kensington, and the Hon. Winifred Edwards, Lord and Lady Castlereagh, Sir Herbert Stephen, Sir Lewis Hopper, General Sir Alexander Hulloch, Sir Edward and Lady Lechmere, and Mr. David Sassoon.

TURT TOPICS.

Following are the recorded times of this morning's gallops:—

Gresson's Derby, 1 mile, 36, 1.17, 1.49, 2.25.

Royal, Alladin, 1 mile, last 4, 40, 1.18 1.53.

Mr. Forrest's sub and Mr. Crickshank's sub,

1 mile, 36, 1.11 1.48 1/5, 2.24 3/5; fastest to-day.

Kadoorie's sub, one mile, reported 2.25.

J. R. M. Smith's and Inglis, 1/2 mile, 37, 1.10 1.47.

Mody's sub, 1/2 mile, 38 3/5, 1.13.

Edes and Humphrey's sub, 1/2 mile, 40, 1.19, 1.55.

Gresson's Derby and Johnston's sub, 1 mile, 40, 1.18, 1.54 2/5, 2.29 2/5.

Apcarand Mumfords, 1 mile, 40, 1.20, 2.02, 2.36.

H.E. the Governor's, 1 mile, 39 1/2, 1.19, 1.59, 2.34 1/2.

Dr. Jordan's 1/2 mile, and Dorabjee's 1 mile, 36, 1.12, 1.47.

Ca Canea, 1/2 mile, 41, 1.15, 1.49.

MORE GRIFFINS DRAWN FOR.

Seventeen Subscription Griffins having arrived by the s.s. *Hong Sang*, were drawn for at Kennedy's Repository this afternoon at five o'clock, with the following results:

No. 27 Mr. Owen, chestnut

" 28 Mr. Potts, cream

" 29—roan griffin

" 30 Mr. J. A. Jupp, rusty black

" 31 Mr. J. C. Peter, chestnut

" 32 Mr. H. N. Mody, dark grey

" 33 Mr. A. Babington, chestnut

" 34 Mr. Houston, nutmeg grey

" 35 Mr. Potts, chestnut

" 36 Hon./Mr. W. J. Gresson, grey

" 37 Mr. C. P. Chater, grey

" 38 Mr. Houston, skewbald

" 39 Mr. W. A. Cruickshank, grey

" 40 Mr. Forrest, grey

" 41 Hon. Mr. W. J. Gresson, dark grey

" 42 Mr. Macdonald, white

" 43 Mr. Macdonald, chestnut

THE HONGKONG-HANKOW RAILWAY.

Concerning the report that the American syndicate which obtained the concession for the construction of the great trunk railway from Canton to Hankow has sold its interests in the undertaking to capitalists of another nationality *The Times* Hongkong correspondent remarks:—

The possession of the line would mean the establishment of railway guards, and possibly reductions of French troops at important points, with results obviously detrimental to British interests in South China. Britain's interests in the Yangtze Valley likewise demand that no such influence as would result from a complete railway bisecting China be allowed to any one nation, whether Belgian, French, or Russian, and the interests of China are in this respect identical with those of Britain. This view of the matter has been exciting the minds of the Chinese in Canton, and several stormy meetings have been held, attended by rich and influential Chinese from the provinces concerned in the matter. The object, of course, has been to see what can be done in the way of making the undertaking purely Chinese. The Americans have, from the native point of view, broken the contract by selling out to Belgians. The Chinese seem to realise to the fully what the changed control means. One speaker said "it was a matter of life and death to them."

The result of the agitation is not known yet, but there has been much telegraphing to headquarters on the subject. If the line be taken over by the Chinese, the question arises as to their ability to raise the funds required for the completion of the railway. This might possibly be done, but in the present state of Chinese officialdom, to construct and operate the line successfully without foreign control would be impossible. We have still to see which foreign nation is to help the Chinese in this matter, America, Belgium, or France. A strong Anglo-American combination would, however, be the most effective, and it is to be hoped that the British and American Governments will show themselves fully alive to the danger threatened.

NEW BLUE FUNNEL STEAMERS.

Two additions to the Ocean Steamship Company's fleet have recently been launched. The first to take the water was the *Telamon*, launched by Messrs. Workman, Clark and Company (Limited), at Belfast on 17th ult. This vessel is 383 ft. long, with a gross tonnage of about 5,700 tons. The machinery and boilers have been constructed by the builders, and consist of a set of triple-expansion engines of the inverted direct-acting type, with the necessary auxiliaries, steam being supplied by two large cylindrical steel boilers. The second vessel was the *Laertes*, launched 22nd ult. by Messrs. R. and W. Hawthorn, Leslie and Company (Limited) at Hebburn-on-Tyne. She is the second of two sister ships. The first vessel—the *Prism*—was delivered in the earlier part of this month, and has left on her first voyage to the Far East. The *Laertes*, like the *Prism*, is 380 ft. in length, 47 ft. in breadth, and 31 ft. 3 in. in depth. The machinery for the vessel is being constructed by the North-Eastern Marine Engineering Company (Limited), and will consist of a set of triple-expansion engines, the cylinders being 24, 41, and 60 in. in diameter, with a 54-in. stroke. Steam will be supplied by two single-ended boilers.

OUR coaling stations, and Wei-hai-wei in particular, came under discussion at the United Service Institution. Major-General Sir A. B. Tulloch has just made the round from Gibraltar to Wei-hai-wei, and seems to have found nothing very much amiss. Respecting the latter place opinions still remained very diversified, and have not congealed into a groove at all. The speakers at the meeting were, however, evidently of the one opinion that Wei-hai should be held, fortified or unfortified, or whether particular parts of its defence should be taken by one service or another, and by which particular arm of that service.—*L. & C. Express.*

THE HONGKONG VOLUNTEER RESERVE ASSOCIATION.

RIFLE PRACTICE.

Mr. W. H. Trenchard Davis, hon. secretary of the above Association, informs us that the King's Park (400 yards) Range, Kowloon, will be available for rifle practice on the 2nd and 3rd January next from 10 a.m. to 5 p.m. Rifles and cartridges can be obtained on the range. A regimental musketry instructor will be present at the range on both days.

THE MISSING "LEGASPI."

STILL OVERDUE.

Notwithstanding the report of the arrival of the missing steamer *Legaspi* in Manila, it appears that the vessel is still overdue. When seen by a representative of this paper this morning Messrs. Barretto & Co., the agents, stated that they had no reason to believe the report of the *Bourbon's* commander of the arrival of the steamer in Manila; quite the contrary in fact, as had she so arrived they would have been immediately advised by wire of the fact, seeing that they have been in constant communication with the Manila firm regarding the missing steamer. The last news received was that, on the 23rd inst., the Philippine Government had despatched the U.S.N. collier *Nashan* to look for her. It is possible that the vessel the captain of the *Bourbon* reported as having arrived in Manila, may be the *Legaspi*, an inter-island coasting steamer, "running" in and out of Manila. Unless in the meantime she has arrived the *Legaspi* is now thirteen days overdue, having left Hongkong on the 15th inst.

REVIEW.

THE CAMPAIGN WITH KUROPATKIN.

The cataclysmic struggle between Russia and Japan is far from finished; and such wandering cries for peace as have found expression have mainly been those of horrified spectators in other lands, who, far from the scene of the conflict, and secure in the blessings of ordered life have shuddered at they have read of the carnage that is taking place amid the iron hills of Port Arthur and the fair valleys of Manchuria; and have longed in vain for some authoritative voice to call for the furling of the flags. Already, however, the war begins to have its historians; and a book of the highest interest, written by a correspondent with the Russian army has made its appearance. It tells a tale of surpassing interest, and it must add, of surpassing horror; and students of one of the most barbarous—yet in many ways glorious—struggles the Christian Era has witnessed will find in the volume ample illumination. We take from Mr. Douglas Story's book, the following passage (in which the italics are our own), to justify the use we have made of the word "barbarous":—

For long the Russians seemed not to realise the gravity of the enterprise upon which they engaged. They fought bravely, *but were singularly lacking in their hatred of the enemy.* It required the awful carnage of Liaoyang and the Sha-ho to impress them with the actuality of battle. *In the end they fought as savagely as ever troops did in harness.*

To those who know the character of the typical Russian soldier—a brave but simple-minded, warm-hearted, easy-going, or very pious fellow—this passage will seem one of the most awful commentaries upon the present war they have yet read.

It is taken from Mr. Douglas Story's book, *The Campaign with Kuropatkin*. In a narrative, which, needless to say, in the case of so practised an observer and so able a writer, and with so lurid a tragedy under notice, contains not a dull page, Mr. Story traces the war from its diplomatic preliminaries (in which some will find that the "patient diplomacy" with which Russia is credited might often more accurately be called an ignorant and arrogant obstinacy) down to the battle of Liaoyang, which began on August 23 and ended on September 1 in the retreat of the Russians, and the Japanese entry into Liaoyang itself. Mr. Story heads the chapter which describes this immense engagement "The Culminating Battle." But there has been a worse battle since then, resulting in yet more appalling loss to the army to which—in spite of the passage we have quoted above, the savagery of which was apparently unconscious to the writer—he pays so many tributes; and even as we write, a still more tremendous conflict is impending in the same death-swept land. The title, therefore, is obviously absurd. When, however, all has been said, there is plenty that is significant in this ably written chronicle of the first seven months of the war in Manchuria, as viewed by an English writer through Russian glasses. Mr. Story admits the skill and courage of the Japanese—he could, indeed, hardly do otherwise; but while he labours his utmost to prove that the Russians are equally courageous (which, indeed, no one denies), he apparently finds it impossible to regard them as equally skillful; and, plausible and often brilliant as his

TELEGRAMS.

(Reuter's)

"Impudence and Dignity."

LONDON, 26th December.

Venezuela is placing guns in position, at La Cuayra and Puerto Caraballo, it is supposed in view of the strong intimation from Washington that she must mend her ways and discharge her obligations to foreigners.

Trouble in Poland.

A revolutionary demonstration took place on the 25th instant, at Radom, Poland, where mobilization was proceeding; a demonstrator fired on the troops and the Colonel in command was killed.

The Command of the Atlantic Fleet.

Rear-Admiral W. H. May has been appointed to the command of the Atlantic fleet, the appointment dating from March, with the rank of Vice-Admiral. This is evidently the outcome of the scheme of the 11th December.

LATER.

Port Arthur.

OMINOUS SIGNS.

The latest Japanese successes of Port Arthur indicate that the Japanese are endeavouring to isolate the Liaotouan promontory.

The *Nansu Maru* has left for Port Arthur with ten Foreign Attachés, representatives of the Diet and Press representatives on board.

Suing a Non-existent Company.

At the Civil Summary Court this morning, before Mr. T. Sercombe-Smith (Puisne Judge), Messrs. Moosa E. Veria and Company sued the China and Eastern Contracting Company for the recovery of \$400 rent due.

Mr. Dixon (of Mr. John Hastings' office) appeared for the plaintiffs and Mr. E. J. Grist (Messrs. Wilkinson and Grist) defended.

Mr. Dixon said the claim was in respect of the rent of three rooms at 36, Queen's Road Central. An agreement was made between a member of the plaintiff firm and a partner in the defendant firm who, he understood, was at present in Manila. It was a verbal letting at a hundred dollars a month, and it was also agreed that if the tenancy was determined without notice, one month's rent was to be paid in lieu thereof. Since the issue of the writ, a distraint warrant had been issued, and that distress had realised \$150.51 so that the claim was reduced to \$249.39.

A partner in the plaintiff firm said that in August last he made the agreement with a Mr. Probasco who took the premises and paid a month's rent in advance.

By Mr. Grist:—He gave Probasco a receipt but could not say whether he gave it him in his own name or not. Probasco who lived in one room, and had the other two furnished as offices, told him he was going to start the company, styled above.

His Honour said that as there was no such company in existence at the time of the agreement judgment must be for defendant with costs.

POLLARD'S LILLIPUTIANS.

It is probably owing to the many Christmas parties taking place just now that there has been such poor attendance at the Theatre Royal where Hongkong's little favourites are nightly performing. Last night there was a poor attendance when the second performance of the "Geisha" was given, but the audience, small as it was, was highly appreciative, and testified to that fact by repeated *encores*, all of which were responded to. The entertainment was an unequalled success, the piece going from beginning to end with a *terve* and swing that always characterizes the performances of these talented youngsters. Miss Daphne Pollard, as *Mollie Seymour*, was as charming as ever and was great in the "jealous temper" scene, and throughout was delightfully vivacious—a typical English girl globe-trotter. *O Mimosa San*, as portrayed by Miss Eva Moore, was a very pretty piece of acting, and that little lady had caught the little mannerisms of the genuine "Geisha" to perfection. Her singing of the "Jewel of Asia" was really delightful, and of course the inevitable *encore* gave the audience a chance to hear it again. Master Jack Pollard was capital as *Wan III*, the master of the tea-house, his singing and dancing being specially good. *Lady Constance Wynne* (Miss Nellie Sheddin) was a dignified lady, who manages her four flighty young charges with maternal skill, being well-sustained by those giddy young guests, who are yachting round the world with her. Little Merle Pollard as *Juliette Diamant*, a French interpreter at the tea-house, was remarkably attractive, especially in the scenes where she tries to capture *Marquis Imari* (Master Oscar Heinis).

To-night the "Gaiety Girl" is to be staged; to-morrow and Friday "The Lady Slavey," and on Saturday and Monday "King Dodo," a piece now produced in Hongkong for the first time.

THE WEATHER.

The following report is from Mr. J. I. Plummer, Chief Assistant of the Hongkong Observatory.

On the 28th at 11.30 a.m. The barometer has fallen in Formosa and over the neighbouring portion of the Pacific, and has risen at all other stations.

The anti-cyclone continues over the interior of China and is extending eastward towards SW. Japan.

Gradients are rather steeper upon the east coast of China and fresh NE. monsoon will be continued in the Formosa Channel and to the northward, and fresh to strong monsoon in the China Sea.

Forecast:—Fresh to strong E. winds, cloudy, fair.

HONGKONG'S ABATTOIR.

A VISIT TO KENNEDY TOWN.

When it is stated that something like 250,000 animals have been sacrificed at Kennedy Town abattoir in order that the hungry cravings of Hongkong's population might be even partially satisfied, some idea of the work which has to be done by the Government officers appointed by the Sanitary Board may be obtained. It has to be remembered that the average European in Hongkong and in the East generally lives on a higher scale than at home. He becomes, indeed, fastidious in his tastes; he even develops into an epicure, as witness the retired "Orientals" in every other town and village of the old country. Certainly his stamina must be maintained by a copious supply of flesh-forming material, and the consequence is that he eats more meat in a week in Hongkong than he might do in a month in the ordinary course of things in England. He is well-catered for by the Chinese all along the coast, and his interests are looked after by a benevolent and paternal Government in a way that would surprise his compatriot at home.

KENNEDY TOWN ABATTOIR.

Later, the municipalities of large cities have been giving their attention to the establishment of municipal slaughter-houses, but there are still many important centres in the United Kingdom where animals are slaughtered in private abattoirs under the supervision, of course, of the sanitary department. Here, in Hongkong, the importance of ensuring the supply of absolutely pure meat—free from germs and the ubiquitous bacillus—has long been recognised. The result of such recognition was the erection, in 1894, of the extensive premises at Kennedy Town where most of the meat consumed in the city is in the first place inspected and prepared. Mr. Adam Gibson, the Colonial Veterinary Surgeon, conducts the examination of the cattle, and he also inspects the meat, assisted by two sanitary officers—Inspectors Cotton and Watson.

HEALTHY CHINESE CATTLE.

As most people are aware, the cattle and stock generally—with the exception of pigs—consumed in Hongkong come from Shanghai, Foochow, Canton district, and other places on the mainland. It is a curious fact that these cattle, reared sometimes on starvation-diet or what would be starvation rations, for an Aberdeen-Angus cow, come down to Hongkong in the healthiest condition. There is, indeed, less disease among the cattle imported here than among those apparently reared under the best conditions for the English market. In his report for 1903-4, Mr. Gibson remarked: "I am pleased to report that tuberculosis is exceedingly rare among pure-bred Chinese cattle as killed in the Hongkong slaughter-houses." And he goes on to say: "I have not yet seen a case, but one case was, I believe, observed by Dr. Hunter in 1902. This disease, however, is by no means unknown among imported cattle."

TUBERCULOSIS.

One case of tuberculosis, and that seen in 1902: Why, the discussions on cattle disease in the agricultural districts of Europe have shaken the whole of that continent and tuberculosis has been the pet study of half the most eminent pathologists of the old world for years. Yet in China, the primitive stock-raiser, following his primitive methods, knows nothing of this terrible scourge, and if he did the probability is that he would be none the wiser. The principal disease, if it be a disease, which the veterinary inspectors find in the cattle landed here, is that of emaciation. That may be a disease or it may be the result of poor feeding, but at any rate it does not sound very terrible.

LIKE HIGHLAND BULLS.

Taking the average lot of cattle which are penned up at the abattoir prior to their appearance as succulent steaks and fat ribs of beef, they look as fine and massive as any seen in the best stockyards in the world. They may be a trifle smaller in height, and they appear to be nearly as shaggy as the Highland cattle which are so frequently portrayed by Scotch artists, but they are plump and well-nourished as one could desire. And they have to be, if they are to conform to all the rules and regulations of the 1903 Ordinance—a law consolidating the previous Acts, which date from 1887. One rule runs to the effect that no diseased cattle are to be imported into the Colony, and a penalty for any contravention of the rule gives weight to it. What is a man to do, it may be asked, if his cattle become ill on the way from Foochow to Hongkong? There is only one safe and proper thing and that is to heave the unfortunate beasts overboard. If the sickness occurs among cattle being raised in the colony, then they are killed and disposed of in such a way that none of the flesh shall ever reach the open market.

TEN YEARS' GROWTH.

It is impossible at this date to give the exact figures of the cattle dealt with in Hongkong or exported from the Colony during the past years, but a glance at the tables prepared by Mr. Gibson up to the end of 1903, shows how the requirements of the slaughter-house have increased since 1894, when the present buildings were erected. In 1894 there were 16,893 cattle slaughtered. Three years later the number reached 20,094; in 1902 the figures were over 25,000 and in 1903 they were 28,335. It will occasion no surprise if the figures for 1904 exceed 30,000, so that in ten years the number of cattle slaughtered has practically doubled.

The same fact is apparent in the figures given for sheep and goats. In 1894, there were 10,937 sheep and goats destroyed at the slaughter house; last year the number was 22,918, or more than double the number ten years ago. As for swine, it would seem that there has been a scarcely perceptible increase in the number slaughtered. In 1894 the figures were 125,725; last year it was 187,265 and this year it is expected to be practically the same. The reason for that may not be far

to seek. The consumption of pork is almost entirely in the Chinese community of Hongkong. That community may fluctuate slightly from year to year, but not sufficiently to make any great advance in the consumption of the pork, and so it remains practically at a standstill, for what is a thousand here or there when the hundred thousand is passed?

DIAMOND CUT DIAMOND.

Coming to another point, we see how the cut dealer may sometimes attempt to hoodwink the veterinary surgeon and his assistants. It has already been mentioned that emaciation is occasionally the cause of cattle being rejected. Now an emaciated animal may put on flesh after all, but if it continues to look puny it may be rejected time and again. Kennedy Town abattoir is the chief centre for the examination and slaughter of cattle and the wily trader says to himself—"No; I no belong Kennedy Town; I belong Hung Hom." There is a slaughter house on a small scale there, and as he thinks he may succeed in passing the inspector, he goes to Hung Hom, only to find that his little ruse is all in vain. Here is what Mr. Gibson has to say on the subject.

A V. S. THEORY.

"The total number of cattle admitted to the depôts at Kennedy Town during the year was 57,693, an increase on the previous year of 19,162. At Hung Hom 6,397 were admitted as against 5,065 of the former year. At Kennedy Town 37 cattle were rejected as unfit for food as against 652 in 1902. This figure is significant of a better class of cattle being imported since the chief cause of rejection is emaciation. At Hung Hom 406 were rejected as unfit. The greater number of these rejections occurred in the early part of the year and the explanation seems to be that many of the cattle which the owners knew well would be rejected at Kennedy Town as unfit were taken to Hung Hom and also to the fact that many of them were rejected there more than once, i.e., they were rejected and taken away and brought back again after a month or so and again rejected."

IN THE SLAUGHTER-HOUSE.

With regard to the methods pursued at Hongkong, it is stated that in nearly all respects English principles are followed. There are cattle depôts where the cattle are stalled and there are killing houses for cattle, sheep, goats and pigs. It was only yesterday that a statement was made at the Sanitary Board, explaining how the cattle were slaughtered with the minimum of pain.—The pole-axe, a sharp pointed hammer-like instrument with a hollow head, is used. Here one coolie binds the cow on one eye with his hand, and another coolie wields the instrument. A single blow is sufficient. Buffaloes are shot with a Lee-Metford or Martini-Metford rifle used by the European inspector. No coolie is allowed to use the rifle. The bullet makes a hole little bigger than the point of a pencil. Sheep, goats and pigs are slaughtered in the familiar way prevalent at home. Then the carcass is hung up, and stretched. After that it is examined by the veterinary surgeon, and if fit for consumption it is passed and stamped with the Government broad arrow.

On an average 400 pigs, 60 or 70 bullocks and 30 or 40 sheep pass through the slaughter-house daily. The usual hours for killing, are from midnight to 4 a.m. and from 6 to 7 in the morning. But if a ship enters the port and requires half a dozen carcasses it can be accommodated at any hour of the day.

SEGREGATION CAMP.

There are segregation sheds where cattle or other stock may be placed in case of disease, but these sheds have not been used for something like four months. Then they were occupied by goats, which were diseased. What was the disease may be asked. The answer is truly professional: "It killed them off all right, but what it was another story." A real bit of Kiplingese, if you please. But as a matter of fact there was nothing very unusual in the way of disease during the year, and any case there was has already appeared in the Sanitary Board reports. With reference to the cattle and stock exported, it is stated that most of these are sent to Manila. They undergo a thorough examination before being shipped, and it is noteworthy that the shippers and dealers are thoroughly desirous that the examination should be as strict as possible. It satisfies all parties, which is everything. Everything at the abattoirs is as clean and fresh as constant washing can make it. There is a constant supply of water from a nullah at the rear of the establishment, so that they are independent of the local water supply.

AT KOWLOON.

As mentioned earlier in this article, there is a smaller abattoir at Hung Hom, and also at Shaikwan and Aberdeen. And at these the Veterinary Surgeon has to make his periodical visits. He has to go round the harbour, visiting vessels which have more than ten cattle on board. This was in compliance with new regulations which came into force in 1903 and on this subject Mr. Gibson then wrote: "This necessitated the inspection of every ship leaving the Colony with more than ten cattle on board. A good deal of extra work has thus been entailed. Although the actual inspection when once a ship has been fitted for carrying cattle does not take very long, yet there is a good deal of time spent in going backwards and forwards to the ship by launch or sampan. The shipping companies however in almost all instances have been kind enough to put a launch at my disposal when visiting their ships and this is a considerable saving of time and expense." In addition, he has to hunt up the merry microbes and fulfil a various amount of odd jobs, each of which would be a week's work by themselves for most men. How he gets through it all is a mystery, but he does it somehow. He is a public benefactor, working ceaselessly and away from the maddening crowd, all for the advantage of the community and he deserves the thanks of all right-minded people for his labours which if seldom before the public eye are none the less arduous and important.

COMMERCIAL.
SHANGHAI FREIGHT.

In their freight report of 22nd inst., Messrs. Wheelock & Co. state as follows:—The home-ward freight market since last writing has been very dull indeed, and is likely to continue so until after the turn of the year at any rate.

Coastwise:—Tonnage for this trade continues very scarce and rates in consequence are very firm and likely to continue so for some weeks, when we may expect a slight decline until after the Chinese New Year. Time charterers are holding off for lower prices, as owners' ideas are at present very high, and the market at present is not sufficiently active. We take this opportunity of wishing our readers the compliments of the season and a prosperous New Year.

For New Year via Suez:—The s.s. *Shimosa* now occupies this berth, and will be followed by the s.s. *Croydon* about the last day of the month. The rate by this latter boat will now be 30/- as by the regular Conference steamers, Messrs. Arnold, Kaiberg & Co. having duly joined the New Year Conference. Both of these boats will probably receive good support from shippers.

SHANGHAI SHARE REPORT.

The following resumé of the week's share transactions is from Messrs. J. A. Sullivan and Co.'s report published on the 22nd December:—

Business is still confined to clearing engagements for the year. Farnham Boyds declared an interim dividend of 5 per cent. to-day and the value of the stock fell at once to Tls. 160.155, notwithstanding the probabilities of the London scheme going through. Indo-Chinas have been affected considerably by the continued high exchange and tumbled to Tls. 88 but only to recover in tone immediately our Southern market commenced buying and closes strong at Tls. 90 in sympathy with the Hongkong rate; also shorts are buying quietly. Langkats have fluctuated and a drop on last week's rates has been established, shares being obtainable at Tls. 280 for the settlement. The Wei-haiwei Mines' difficulty has been overcome by an issue of 12 per cent. debentures. In other stocks there has not been much done. The sight rate on London 2/8 9/16. Hongkong quotes 71 3/8 for 3 days' paper. Consols £88 1/16.

Wharves:—Shanghai and Hongkong Wharf shares have changed hands at Tls. 1521 p.n.i. for cash. For Dec. Tls. 1531, 1523, 150, 147, 145 are quoted. March sales have been made at Tls. 1551.50. Yangtze Wharf shares are wanted at Tls. 185.

Shipping:—Indo-Chinas were forced down by sales for this month's heavy clearance from Tls. 91, Tls. 91, Tls. 89.93, Tls. 89.83, 88, but yesterday recovered to Tls. 89.90. For March, Tls. 92.93 and Tls. 92 have been done. Tug and Lighters' ord' have changed ownership at Tls. 50/-, prof' at Tls. 48/-.

Docks:—In Farnham Boyds a large business has been done at dropping rates, and now that the delayed interim dividend of 5 per cent. (payable 6th prox.) has been declared, instead of a better feeling prevailing the reverse has happened and shares have fallen to Tls. 160.155. For cash, transactions have been notched at Tls. 169.168, Tls. 164.163 and Tls. 160. December sales are published at Tls. 169.168, 166. Tls. 167, Tls. 164.163, 162, Tls. 162, 164, 163. Tls. 166.165. Tls. 166. Tls. 165.164, Tls. 164.164, 164. Tls. 164.162, 160. Tls. 157, 155. For January business has been done at Tls. 170. Tls. 168, Tls. 164.165, 166, Tls. 168, 166, 165, 166, Tls. 167, 168, Tls. 166, Tls. 164, and Tls. 162. March transactions have been booked at Tls. 174, 174, 173, 172, Tls. 169, Tls. 172, 168, 170, 170, 169, Tls. 170, 172, Tls. 169, 168.

Lands:—Sales of Shanghaies are announced at Tls. 116.117.

Cottons:—Internationals have been sold at Tls. 25, also Ewos at the same rate.

Mining:—Wei-haiwei Gold Mines recovered in tone immediately the true facts were known that only \$15,000 to \$20,000 were required to satisfy the Bank. The necessary funds were promptly subscribed for at the meeting. Shares were purchased at \$12, \$16, \$17 and \$17 1/2 for cash and \$18 for December. Chinese Engineering and Mining Co.'s shares were placed at Tls. 64 for London scrip.

Tobacco:—In Sumatras a sale at Tls. 65 cash is noted. In Langkats business has been done at Tls. 285, Tls. 282, 283 for cash December shares are reported as sold at Tls. 285, Tls. 280, 281. For March sales are published at Tls. 297, Tls. 295, 297, Tls. 297, 295, 292, Tls. 292, 295, Tls. 294, 294, Tls. 292, 291, 290 and Tls. 292.

P. & O. S. N. CO. DIVIDEND.

The Superintendent of the P. & O. S. N. Co. informs us that, at the 64th annual meeting of the Peninsular and Oriental Steam Navigation Company held on the 13th December, the directors, after providing for the usual dividend at the rate of 5 per cent. per annum on the preferred stock, recommended a dividend on the deferred stock of 6 1/2 per cent. for the six months, and a bonus of 3 per cent. making, with the interim dividend of 3 1/2 per cent. paid in June, a total distribution on the deferred stock of 13 per cent. for the year.

To-day's
Advertisements.

NEW YEAR HOLIDAYS.

IN accordance with Government Notification No. 358, the EXCHANGE BANKS will be CLOSED for the Transaction of Public Business on MONDAY and TUESDAY, the 2nd and 3rd January, 1905.

Hongkong, 28th December, 1904. [1390]

TO LET.

GODOWNS Nos. 100 and 101, Praya East, with Water Frontage.

Apply to—"VICTORIA BUILDINGS," Hongkong, 28th December, 1904. [1394]

To-day's
Advertisements.

A. S. WATSON & CO., LIMITED.
Established 1847.
AERATED WATER MANUFACTURERS.
NOTICE.

WE beg to notify Customers that from 1st January, 1905, Separate Accounts will be rendered for Aerated Waters. An inclusive charge will be made for Waters and Bottles, and full credit will be allowed for empties when returned. Orders for Aerated Waters should be addressed to

A. S. WATSON & CO., LIMITED,
Aerated Water Manufactory,
Des Vaux Road Central.

PRICE LIST:

\$1.20 per dozen will be allowed for Aerated Water Bottles when returned in good condition.

	Per Doz.
Soda Water	\$1.70
Soda Water in Bombay Bottles	1.80
Potash Seltzer and B.P. Soda	1.80
Lemonade	1.80
Tonic Water	1.80
Lithia Water	1.95
Ginger Ale	1.95
Lemon Squash	1.95
Raspberryade	1.95
Stone Ginger Beer	1.95

Hongkong, 28th December, 1904. [1391]

THE VICTORIA DISPENSARY.

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Lemonade	1.80
Tonic Water	1.80
Lithia Water	1.95
Ginger Ale	1.95
Lemon Squash	1.95
Raspberryade	1.95
Stone Ginger Beer	1.95

Hongkong, 28th December, 1904. [1392]

WATKINS, LIMITED.

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Lemonade	1.95
Raspberryade	1.95
Stone Ginger Beer	1.95

Hongkong, 28th December, 1904. [1393]

PUBLIC AUCTION.

THE Undersigned have received instructions from CHAS. F. RUEGG, Esq., to Sell by

PUBLIC AUCTION,

ON

FRIDAY, the 30th December, 1904, at 2.30 P.M., within his residence, No. 2, Ormsby Terrace, Granville Road, Kowloon.

THE WHOLE OF HIS

HOUSEHOLD FURNITURE,

Comprising:—

TEAKWOOD HATSTAND with BEVELLED GLASS, BOOKCASE with DESK attached, TEAKWOOD SIDEBOARD with BEVELLED GLASS, DINING TABLE and CHAIRS, MARBLE-TOP WASHSTAND, GLASS and CROCKERY WARE, COOKING STOVE and UTENSILS, &c., &c., &c.

Catalogues may be had on application. TERMS:—As usual.

HUGHES & ROUGH,

Auctioneers.

Hongkong, 28th December, 1904. [1364]

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR SINGAPORE, PENANG AND CALCUTTA.

THE Company's Steamship

"LAISANG,"

Captain E. J. Tadd, will be despatched as above, on WEDNESDAY, the 4th January, at 3 P.M.

For Freight or Passage, apply to JARDINE, MATHESON & Co., General Managers.

Hongkong, 28th December, 1904. [1388]

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FROM CALCUTTA, PENANG AND SINGAPORE.

THE Company's Steamship

"LAISANG,"

having arrived from the above Ports, Consignees of Cargo by her are hereby informed that their Goods will be delivered from alongside.

Cargo impeding the discharge or remaining on board after 12 o'clock, Noon, the 30th instant, will be landed at Consignees' risk and expense into Godowns at East Point.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by

JARDINE, MATHESON & Co., General Managers.

Hongkong, 28th December, 1904. [1399]

To-day's
Advertisements.

THEATRE ROYAL, CITY HALL.

RETURN OF THE LITTLE FAVOURITES.

FOR SIX NIGHTS ONLY.

POLLARD'S LILLIPUTIAN OPERA COMPANY.

TO-NIGHT (WEDNESDAY), December 28th, "A GAIETY GIRL."

TO-MORROW (THURSDAY) and FRIDAY, December 29th and 30th, "THE LADY SLAVEY."

SATURDAY, December 31st, and MONDAY, January 2nd, (For the First-time in Hongkong), "KING DODO."

MATINE

Shipping—Steamers.

OCEAN STEAMSHIP CO., LD.
AND
CHINA MUTUAL STEAM NAV. CO., LD.
JOINT SERVICES.TAKING CARGO ON THROUGH BILLS OF LADING FOR ALL EUROPEAN,
NORTH AND SOUTH AMERICAN, WEST AUSTRALIAN, JAVA
AND SUMATRA PORTS.FORTNIGHTLY SAILINGS FOR LONDON AND CONTINENT.
MONTHLY SAILINGS FOR LIVERPOOL.

OUTWARDS.

FROM	STEAMERS	DUK
GLASGOW AND LIVERPOOL	"PRIAM"	30th December.
GLASGOW AND LIVERPOOL	"WRAYCASTLE"	5th January.

S.S. "PRIAM" left Singapore at daylight on the 24th inst., and may be expected to arrive here about the 30th.

HOMEWARDS.

FOR	STEAMERS	TO SAIL
AMSTERDAM, LONDON & ANTWERP	"MOYUNE"	3rd January, 1905.
AMSTERDAM, LONDON & ANTWERP	"HYSON"	17th January, "
* GENOA, MARSEILLES & L'POOL	"HECTOR"	20th January, "
AMSTERDAM, LONDON & ANTWERP	"PRIAM"	31st January, "

* Taking Cargo for Liverpool at London Rates.

For Freight, apply to

BUTTERFIELD & SWIRE,
AGENTS.

Hongkong, 28th December, 1904.

CHINA NAVIGATION CO., LIMITED.

FOR	STEAMERS	TO SAIL
SHANGHAI	"TAIWAN"	29th December.
Kobe	"KASHING"	29th "
MANILA	"HYSON"	3rd January.
Kobe	"TAMING"	3rd "
PORT DARWIN, THURSDAY ISLAND,	"TAIYUAN"	20th "
COOKTOWN, CAIRNS, TOWNSVILLE,		
BRISBANE, SYDNEY & MELBOURNE		

* The Attention of Passengers is directed to the Superior Accommodation offered by these steamers, which are fitted throughout with Electric Light. Unrivalled table. A duly qualified Surgeon is carried.

† Taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports.

‡ Taking Cargo and Passengers at through Rates for all New Zealand and other Australian Ports.

N.B.—REDUCED SALOON FARES, SINGLE AND RETURN, TO MANILA AND AUSTRALIAN PORTS. (SEE SPECIAL ADVERTISEMENT).

For Freight or Passage, apply to

BUTTERFIELD & SWIRE,
AGENTS.

Hongkong, 28th December, 1904.

Hongkong-Manila.

Highest Class, newest, fastest and most luxurious Steamers between Hongkong and Manila.—Saloon amidships—Electric Light—Perfect Cuisine—Surgeon and Stewardess carried.—All the most up-to-date arrangements for comfort of Passengers.

CHINA AND MANILA
STEAMSHIP COMPANY, LIMITED.

Steamship.	Tons.	Captain.	For	Sailing Dates.
RUBI	2540	R. W. Almond	MANILA	SATURDAY, 31st Dec., at 10 A.M.
ZAFIRO	2540	R. Rodger	"	SATURDAY, 7th Jan., 1905, at 10 A.M.

For Freight or Passage, apply to

SHEWAN, TOMES & CO.,
GENERAL MANAGERS.

Hongkong, 24th December, 1904.

AMERICAN ASIATIC STEAMSHIP COMPANY.

FOR NEW YORK via SUEZ CANAL
PROPOSED SAILINGS.

Steamship	About
"RAS ISSA"	20th January, 1905.
"CLAYDALE"	30th January, "

For Freight and further information, apply to

SHEWAN, TOMES & CO.,
General Agents.

Hongkong, 21st December, 1904.

PORTLAND & ASIATIC STEAMSHIP CO.

PROPOSED SAILINGS FROM HONGKONG, via SHANGHAI, INLAND
SEA OF JAPAN, MOJI, KOBE AND YOKOHAMA,FOR
PORTLAND, OREGON,OPERATING IN CONNECTION WITH
THE OREGON RAILROAD AND NAVIGATION COMPANY.

Steamship	Tons	Captain	To Sail at Daylight on
"NICOMEDIA"	4,370	Wagner	January 9th, 1905.
"NUMANTIA"	4,370	Brehmer	January 31st, "
"ARABIA"	4,483	Bahle	February 20th, "
"ARAGONIA"	5,198	Schmidt	March 12th, "

Through Bills of Lading issued to Pacific Coast Ports and all Eastern, Canadian and United States Ports. For through rates of Freight and further information, communicate with or apply to.

ALLAN CAMERON, General Agent.

TSANG FOO & CO.
COAL MERCHANTS AND STEVEDORES,
48, DES VOGES ROAD.SHIPS Coaled from alongside at the shortest
notice, and with all possible dispatch.
Prices Moderate. Telephone No. 359.
Hongkong, 1st October, 1904.

NOTICE.

BOO CHONG, of No. 20, Poutinger
Street, has always on hand
FIRST-CLASS WRITING AND PRINTING
PAPERS, AND STATIONERY
of every variety.

Hongkong, 24th November, 1904.

Shipping—Steamers.

CHINA NAVIGATION COMPANY,
LIMITED.

AUSTRALIAN LINE.

REDUCTION IN PASSAGE RATES,
From 1st January, 1904.ALSO REDUCED FARES TO
MANILA AND RETURN.STEAMERS fitted throughout with Electric
Light, First Class Accommodation. Un-
rivalled Table. Duly qualified Surgeon carried.
BUTTERFIELD & SWIRE,
Agents.
Hongkong, 1st February, 1904.

STEAM TO CANTON.

THE New Twin Screw Steamers

Tons	Captain
"KWONG CHOW" 1,309	J. P. MARTIN.
"KWONG TUNG" 1,238	H. W. WALKER.

Leave Hongkong for Canton at 8.30 Every Evening (Saturday excepted).
Leave Canton for Hongkong about 5 o'clock Every Evening (Sunday excepted).
These Fine New Steamers have unequalled Accommodation for First Class Passengers and are lit throughout by Electricity.

Passage Fare—Single Journey \$4
Meals (Each) 1The Company's Wharf is a Short Distance
West of the Harbour Master's Office.SHIU ON S.S. CO., LD., and
YUEN ON S.S. CO., LD.,
No. 8, Queen's Road West.

Hongkong, 17th February, 1904.

HONGKONG-CANTON LINE.

THE British Steamship

"YING KING."

(Captain E. J. Page, of 1,088 tons, Registered, is the newest, fastest, and most luxuriously furnished steamer on the line and is lighted throughout with Electricity; hot and cold water service. The cuisine is unexcelled.

Leaving Hongkong every MONDAY,
WEDNESDAY, and FRIDAY EVENING,
at 9 P.M. and returning from Canton every
following evening at 5 P.M.1st Class \$3.00 for Single Journey.
2nd " 1.50
Meals 1.00 each.The steamer's wharf is at the Western end
of Wing Lok Street.YUK ON S.S. Co., LD.,
No. 216, Wing Lok Street.WENDT & Co.,
Canton Agents.

Hongkong, 24th June, 1904.

EXCURSION TO MACAO.

THE splendid Steamer

"YING KING."

Captain Page will make an EXCURSION
TRIP TO MACAO, on EVERY SUNDAY,
leaving the Company's wharf at the end of
Wing Lok Street, at 8.30 A.M., and returning
from Macao at 7.30 P.M.

The Steamer will lay alongside the S.S.
Perseverance's wharf at Macao.FARE:
1st Class Single Ticket \$2.00, with Cabin \$3.00
" Return " \$3.00, " \$5.00
Tiffin and Dinner may be had on Board
at \$1 each meal.YUK ON & Co., LD.,
S. A. NORONHA,
Macao Agent.

Hongkong, 2nd September, 1904.

HONGKONG-MACAO LINE.

S.S. "WING CHAI."

Captain T. AUSTIN, R.N.R.

THIS Steamer departs from Hongkong on
Week Days, at 8 A.M. and on Sun-
days at 8.30 A.M. Departs from Macao on Week
Days at 2.30 P.M. and on Sundays at 6.30 P.M.

FARES:—Week Days, 1st Class, including
Cabin and servant, Single \$3; Return Ticket,
\$5; 2nd Class, \$1; 3rd Class, 50 cents.

Every Sunday will be an Excursion, at the
following rates:—1st and 2nd Class, Single
Ticket, \$1; Return, \$2; 3rd Class, Single,
50 cents; Return, 50 cents; Steerage, 10 cents.
Tiffin and DINNER can be supplied
either on Board, or at the Macao Hotel, for
returning passengers only, at an extra charge
of \$2.

On Sundays, passengers desiring to have a
Private Cabin which has accommodation for
two or more passengers, will be charged \$3
extra.

First Class Passengers, who do not care to
return on the Excursion Sunday, will be allowed
to do so the following day (Monday) on pro-
duction of the Return Half Ticket. Should
the Steamer not run on the Monday, owing to
the Boiler cleaning, due notice will be given
by the Captain, and the Half Ticket will be
available for the following day.

The Steamer is lit throughout by Electricity.
The Steamer's wharf at Hongkong is at the
Western end of Wing Lok Street.

MING ON & Co.,
2nd Floor, No. 16, Victoria Street.

Hongkong, 5th November, 1904.

REGULAR STEAMSHIP SERVICE
TO NEW YORK.

VIA PORTS AND SUEZ CANAL.

(With Liberty to Call at Malabar Coast).

PROPOSED SAILINGS FROM HONGKONG.

1904.	About
"SHIMOSA"	30th December.
"SHAZEE"	25th Jan., 1905.
"SATSUMA"	5th Feb., "

For Freight and further information, apply to

DODWELL & Co., LIMITED,
Agents.

Hongkong, 27th December, 1904.

Shipping—Steamer.

INDO-CHINA STEAM NAVIGATION
COMPANY, LIMITED.

FOR MANILA.

THE Company's Steamship

"LOONGSANG."

Captain G. S. Weigall, will be despatched as
above, on FRIDAY, the 30th inst., at 4 P.M.

This Steamer has Superior Accommodation
for First-class Passengers, and is fitted through-
out with Electric Light.

For Freight or Passage, apply to:

JARDINE, MATHESON & Co.,
General Managers.

Hongkong, 27th December, 1904.

Consignees.

AMERICAN ASIATIC STEAMSHIP CO.

NOTICE TO CONSIGNEES.

FROM NEW YORK, via CAPE OF
GOOD HOPE.

THE Steamship

"MASSAPEQUA."

Captain H. Scott, having arrived from
the above Ports, Consignees of Cargo are
hereby informed that their Goods are being
landed at their risk into the Godowns of the
Wanchai Storing Co., at Wanchai, and stored
at Consignees' risk and expense.

No Claims will be admitted after the Goods
have left the Godowns, and all Goods remain-
ing undelivered after the 4th January will be
subject to rent.

All broken, chafed and damaged goods are to
be left in the Godowns where they will be
examined on the 4th January at 3 P.M.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by

SHEWAN, TOMES & Co.,
General Agents.

Hongkong, 27th December, 1904.

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamer

"JAVA."

FROM ANTWERP, LONDON, MALTA,
PORT SAID, SUEZ AND STRAITS.

Consignees of Cargo by the above-named
vessel are hereby informed that their Goods
are being landed and placed at their risk in the
Hongkong and Kowloon Wharf and Godown
Company's Godowns at Kowloon, where each
consignment will be sorted and marked by
mark, and delivery can be obtained as soon as
the Goods are landed.

This vessel brings on Cargo:—

From London, &c., ex S.S. *Marmora*.Optional Goods will be landed here unless
instructions are given to the contrary before
1 P.M., TO-DAY.Goods not cleared by the 31st instant, at
4 P.M., will be subject to rent.No Fire Insurance will be effected by me in
any case whatever.

Damaged Packages must be left in the
Godowns for examination by the Consignees'
and the Company's representative, at an
appointed hour.

All Claims must be presented within ten
days of the steamer's arrival here after which
date they cannot be recognised.

No Claims will be admitted after the Goods
have left the Godowns.

J. E. HEWETT,
Superintendent.

Hongkong, 24th December, 1904.

"BARBER" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

THE STEAMSHIP "SATSUMA"

FROM NEW YORK.

CONSIGNEES of Cargo are hereby informed
that all Goods are being landed at their
risk into the Godowns of the Hongkong and
Kowloon Wharf and Godown Company, Ltd.,
at Kowloon, whence and/or from the wharves
delivery may be obtained.

No Claims will be admitted after the Goods
have left the Godowns, and all Goods remain-
ing undelivered after the 28th instant will be
subject to rent.

All Claims against the Steamer must be pre-
sented to the Undersigned on or before the
31st instant, or they will not be recognised.

All broken, chafed, and damaged Goods are to
be left in the Godowns, where they will be
examined on the 28th instant at 3 P.M.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by

DODWELL & Co., LIMITED,
Agents.

Hongkong, 23rd December, 1904.

NORDDEUTSCHER LLOYD, BREMEN.

IMPERIAL GERMAN MAIL LINE.

NOTICE TO CONSIGNEES.

THE Steamship

"ROON."

of the NORDDEUTSCHER LLOYD,
having arrived, Consignees of Cargo are hereby
informed that their Goods, with the exception
of Opium, Treasure and Valuables, are being
landed and stored at their risk into the Godowns
of the Hongkong and Kowloon Wharf and
Godown Company, Limited, Kowloon, whence
delivery may be obtained.

Optional Cargo will be forwarded unless
notice to the contrary be given before 1 P.M.,
TO-DAY.

No Claims will be admitted after the Goods
have left the Godowns, and all Goods remain-
ing undelivered after the 29th instant, will be
subject to rent.

All broken, chafed, and damaged Goods are to
be left in the Godowns, where they will be
examined on THURSDAY, the 29th instant,
at 9.30 A.M.

All Claims must reach us before the 3rd of
January, 1905, or they will not be recognised.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by the

Undersigned.

NORDDEUTSCHER LLOYD.

MELCHERS & Co.,
Agents.

Hongkong, 22nd December, 1904.

Consignees.

OCCIDENTAL AND ORIENTAL
STEAMSHIP COMPANY.

NOTICE.

CONSIGNEES of CARGO per Steamship

"COPTIC."

The above Steamer having arrived, Consig-
nees of Cargo are hereby requested to send in
their Bills of Lading for countersignature, and
to take immediate delivery of their Goods from
alongside.

Cargo impeding discharge and undelivered
by FRIDAY, the 30th instant, at Noon,
will be landed and stored at Consignees' risk
and expense.

No Fire Insurance will be effected.

E. W. TILDEN,
Agent.

Hongkong, 27th December, 1904.

PACIFIC MAIL STEAMSHIP COMPANY.

NOTICE.

CONSIGNEES of CARGO per Steamship

"MANCHURIA."

are hereby notified that their Goods are at
their risk being discharged into Lighters and/or
landed into our Godowns Nos. 1 and 2, at
Kennedy Town, (Marine Lot 243), and delivery
may be had either from Lighters or from our
Godowns upon countersignature of Bills of
Lading.

Goods remaining undelivered after the 28th
instant will be subject to rent.

All Claims must be sent in to me on or
before the 31st instant or they will not be
recognised.

No Fire Insurance has been effected.

E. W. TILDEN,
Agent.

Hongkong, 22nd December, 1904.

BRITISH INDIA STEAM NAVIGATION

COMPANY, LIMITED.

FROM RANGOON AND STRAITS.

THE Company's Steamship

"PALAMCOTTA."

having arrived from the above Ports, Consig-
nees of Cargo by her are hereby informed that their
Goods will be delivered from alongside.

Cargo impeding the discharge or remaining
on board after 12 o'clock Noon, the 26th instant,
will be landed at Consignees' risk and expense
into Godowns at East Point.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by

JARDINE, MATHESON & Co.,
Agents.

Hongkong, 24th December, 1904.

FROM HAMBURG, ANTWERP, PENANG

AND SINGAPORE.

THE H. A. L. Steamship

"SITHONIA."

Captain Hildebrandt, having arrived from the
above Ports, Consignees of Cargo are hereby
requested to send in their Bills of Lading for
countersignature by the Undersigned and to
take immediate delivery of their goods from
alongside.

Optional Cargo will be forwarded unless notice
to the contrary be given before TO-DAY.

Any Cargo impeding her discharge will be
landed into the Godowns of the Hongkong
and Kowloon Wharf and Godown Co., Limited,
and stored at Consignees' risk and expense.

No Claims will be admitted after the Goods
have left the Godowns, and all Goods remain-
ing undelivered after the 30th instant will be
subject to rent.

All broken, chafed, and damaged Goods are to
be left in the Godowns, where they will be
examined on the 30th instant, at 3 P.M.

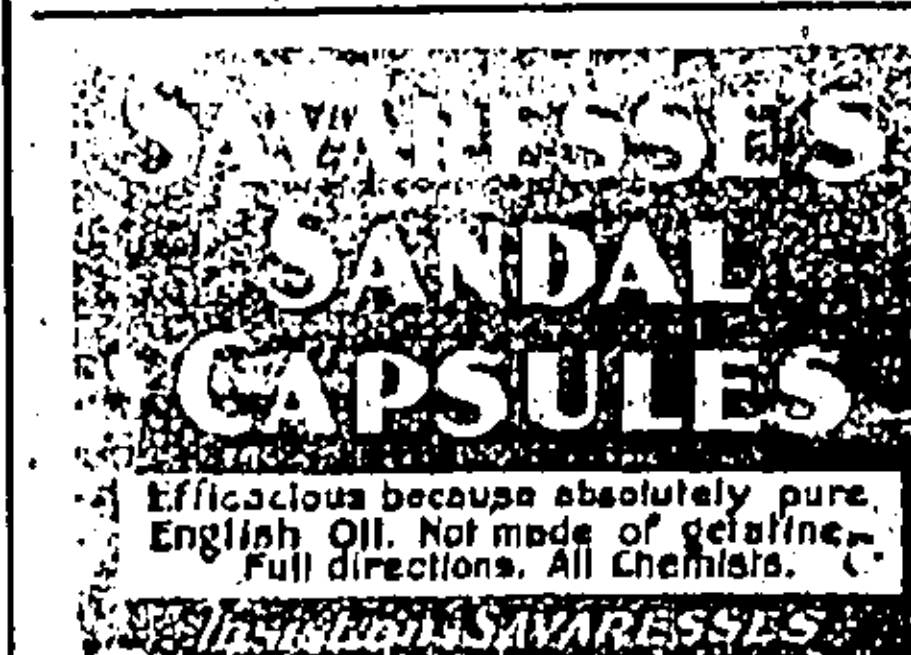
No Fire Insurance has been effected.

HAMBURG-AMERIKA LINIE.

Hongkong Office.

Hongkong, 23rd December, 1904.

Intimations.



AN APPEAL.

THE SUPERIORESS of the ITALIAN
CONVENT, CAINE ROAD, begs most
respectfully to APPEAL to the Residents of
Hongkong and the Coast Ports, for their kind
patronage and support, and desires to state that
she will be pleased to receive orders for all kinds
of NEEDLE WORK.

Gentlemen's Shirts made to order, and Cuffs
and Collars renewed on old ones.

Ladies and Children's Under-clothing, Con-
jurers' Dresses, and all kinds of Embroidery,
Materials can be supplied, if required.

The Superioress will also be most grateful
for any PAPER, or old ENVELOPES to be made
into Books for the Children of the Poor Schools,
who are taught by the Sisters.

Intimations.

"Sanitas"
IS AN
Unqualified
Purifying Agent
AND IS
Indispensable in Hot Countries.

"Sanitas" Disinfecting Fluid

Is non-poisonous and non-staining, and for general or personal use is thoroughly effective. It completely disinfects the house in which it is used, and administered internally prevents Cholera, Typhoid Fever, Dysentery, etc.

"Sanitas" Disinfecting Powder

Is the best air purifier known, and a strong antiseptic and deodorant than carbolic acid, besides being pleasant and refreshing.

"Sanitas" Eucalyptus Soap

Is specially recommended by the medical faculty for use in hot climates because of its fine disinfecting qualities and its fragrance.

Kingszett's Fumigating Candles

Supply the safest and most convenient means of sulphur fumigation. For the disinfection of infected places, buildings, clothing, etc., they are both efficient and economical. Destroy all insects.

THE "SANITAS" CO. LTD.
BETHNAL GREEN,
LONDON, E.

NOTICE

THE Public are hereby informed that no change has been made in the Rates of Subscription to the Hongkong Telegraph and they are warned against paying more than TEN CENTS (10 cts.) per Single Copy.

THE MANAGER,
Hongkong Telegraph Co. Ltd.
Hongkong, 30th September, 1903.

Shipping.

Ailsacraig, Br. s.s., 2,166, A. D. Moody, 27th Dec.,—Moji 21st Dec., Coal.—M. B. K. Bourdon, Fr. s.s., 997, Sisco, 27th Dec.,—Manila 24th Dec., Ballast.—Man-Fat, Holstein, Ger. s.s., 3,108, Chr. Hansen, 27th Dec.,—Haiphong 25th Dec., Rice.—J. & Co. Kohsichang, Ger. s.s., 1,292, C. Gosewisch, 27th Dec.,—Bangkok 17th Dec., Rice and Timber.—B. S. Ardora, Br. s.s., 2,270, Smith, 27th Dec.,—Moji 21st Dec., Coal.—M. B. K. Emma, Br. s.s., 3,400, E. J. Tadd, 27th Dec.,—Calcutta 10th Dec., Penang and Singapore 20th Dec., Gen.—J. & Co. Australia, Fr. s.s., 2,886, H. Verron, R.N., 28th Dec.,—Manila 25th Dec., Port Said and Suez and Dec. 27th, Colombo 14th, Singapore 20th, and Saigon 24th, Mails and Gen.—M. M. Hangsang, Br. s.s., 1,356, S. Wilde, 28th Dec.,—Shanghai via Swatow 24th Dec., Gen.—J. & Co. Fochow, Br. s.s., 1,356, S. Wilde, 28th Dec.,—Swatow 27th Dec., Gen.—J. & Co. Gisela, Aust. s.s., 2,640, G. Damjanovich, 28th Dec.,—Kobe and Shanghai 24th Dec., Gen.—S. W. & Co. Rubi, Br. s.s., 1,611, R. W. Almond, 28th Dec.,—Manila 24th Dec., and Amoy 27th, Gen.—S. T. & Co. Tingsang, Br. s.s., 1,045, R. C. D. Bradley, 28th Dec.,—Wuhu 23rd Dec., Rice.—J. & Co. Taiwan, Br. s.s., 1,109, H. Harder, 28th Dec.,—Canton 28th Dec., Gen.—B. & S. Else, Ger. s.s., 903, J. Petersen, 27th Dec.,—Haiphong and Hoihow 26th Dec., Rice.—J. & Co.

Clearances at the Harbour Office.
E-Sang, for Shanghai.
Tingyang, for Canton.
Kwanchow, for Hoihow.
Kwanchow, for Canton.
Hongkong, for West River.
Athenian, for Shanghai.
Hangsang, for Canton.
Dunlop, for Kutchin.
Chukong, for West River.
Shun Lee, for West River.
Gregory, for Singapore.
Brinkley, for Bangkok.
Rajahmundry, for Macao.
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Rajahmundry, for Macao.

Passengers arrived.

Dec. 27.

Kathrin Elisabeth, Aust. cruiser, for Shanghai.

Dec. 28.

Athenian, for Vancouver.

Peleus, for Tacoma.

Brunhilde, for Bangkok.

Sobralense, for Moji.

Princess Marie, for Shanghai.

Zuena, for Shanghai.

Kamor, for Canton.

Australien, for Shanghai, &c.

Gregory, for Calcutta.

Fuzang, for Singapore.

Meifong, for Shanghai.

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Mails.



THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

(Through Bills of Lading issued for BATAVIA, PERSIAN GULF, CONTINENTAL, AMERICAN and SOUTH AFRICAN.)

H K Steamship

"BENGAL," Captain G. Phillips, carrying His Majesty's Mails, will be despatched from this for BOMBAY, on SATURDAY, the 31st December, at Noon, taking Passengers and Cargo for the above Ports in connection with the Company's S.S. Victoria, 6,522 tons, from Colombo, Passengers' accommodation in which vessel is secured before departure from Hongkong.

Silk and Valuables, all Cargo for France, and Tea for London (under arrangement) will be transhipped at Colombo into the Mail steamer proceeding direct to Marseilles and London; other Cargo for London, &c., will be conveyed from Bombay by the R.M.S. Oriental, due in London on the 12th February, 1905.

Parcels will be received at this Office until 4 P.M. the day before sailing. The Contents and Value of all Packages are required.

For further Particulars, apply to E. A. HEWETT, Superintendent. Hongkong, 17th December, 1904. [4]

MESSAGERIES MARITIMES FRENCH MAIL STEAMERS.

STEAM FOR SAIGON, SINGAPORE, BATAVIA, COLOMBO, ADEN, EGYPT, MARSEILLES, LONDON, HAVRE, BORDEAUX, MEDITERRANEAN AND BLACK SEA PORTS.

The S.S. "DUMBEA," Captain Charbonnel, will be despatched for MARSEILLES on TUESDAY, the 10th January, at 1 P.M.

Passage tickets and through Bills of Lading issued for above ports. Cargo also booked for principal places in Europe.

Next sailings will be as follows: S.S. AUSTRALIE, 24th January, 1905. S.S. SALAZIE, 7th February, 1905.

L. BRIDOU, Acting Agent. Hongkong, 27th December, 1904. [9]

NORTHERN PACIFIC LINE. BOSTON STEAMSHIP COMPANY. BOSTON TOW-BOAT COMPANY.

Connecting at Tacoma with NORTHERN PACIFIC RAILWAY COMPANY.

PROPOSED SAILINGS FROM HONGKONG FOR VICTORIA, B.C. AND TACOMA, VIA MOJI, KOBE AND YOKOHAMA.

Steamers	Tons	Captains	Sailing
Tremont	9,600	T. W. Gartick	Ab. Jan. 14
Lyla	4,417	G. V. Williams	" Feb. 9
Platides	3,753	F. G. Purington	" Mar. 4

FOR MANILA. The largest, steadiest, and most comfortable steamer for Manila.

CHAP FARES, EXCELLENT ACCOMMODATION, ATTENDANCE AND COUSINE, ELECTRIC LIGHT, DOCTORS AND STEWARDESSES.

The twin-screw S.S. Shawmut and Tremont have just been fitted with very superior accommodation for first and second class passengers. The large size of these vessels ensures steadiness at sea. Electric fan in each room. Barber's shop and steam laundry. Cargo carried in cold storage.

For further information, apply to DODWELL & CO., LIMITED, General Agents, Queen's Buildings, Hongkong, 24th December, 1904. [12]

NOTICE OF REMOVAL.

A. FOOK & Co., SHIP AND HOUSE COMPRADORES, have this day REMOVED TO NO. 12, POTTINGER STREET, (opposite their old establishment), 24th November, 1904. [1284]

For Sale.

FOR SALE.

ONE VERTICAL ENGINE with Fly Wheel and Governor, one cylinder 9 1/2 inches diameter by 8 inch stroke. One VERTICAL ENGINE with Fly Wheel and Governor, one cylinder 12 1/2 inches diameter by 18 inch stroke. One VERTICAL ENGINE with Fly Wheel and Governor, two cylinders 9 1/2 inches diameter by 12 inch stroke. One HORIZONTAL ENGINE with Fly Wheel and Governor, one cylinder 11 1/2 inches diameter by 36 inch stroke. One HORIZONTAL ENGINE with Fly Wheel and Governor, one cylinder 16 inches diameter by 30 inch stroke.

The above can be inspected, and all particulars obtained, upon application to the Manager, Kowloon Docks. W. B. DIXON, Chief Manager. Hongkong, 10th December, 1904. [1330]

GREEN ISLAND CEMENT COMPANY, LIMITED.

PORTLAND CEMENT.

In Casks of 37 1/2 lbs. net \$5.00 per Cask ex Factory.

In Bags of 50 lbs. net \$3.20 per Bag ex Factory.

SHEWAN, TOMES & Co., General Managers. Hongkong, 2nd September, 1904. [783]

FOR SALE.

INCANDESCENT GASOLINE LAMPS

OF ALL DESCRIPTIONS, from the best makers.

INCANDESCENT MANTLES, CHIMNEYS, GLOBES, SHADES, &c., for GASOLINE AND GAS LAMPS

at the most moderate prices.

Lamps fixed up for Buyers free of charge.

Naphtha of the best kind kept in stock.

TAI KWONG CO., 55, Lyndhurst Terrace. Hongkong, 2nd May, 1904. [31]

To Let.

TO LET.

EUROPEAN HOUSES, Nos. 12 and 14, GAP ROAD, facing Race Course, within reach of the Electric Cars, thoroughly cleansed and colour-washed, in flats or whole.

S. A. SETH, Land and Estate Broker, Dairy Farm Co., Ltd. Hongkong, 17th November, 1904. 1996

TO LET.

WILD DELL BUILDINGS, No. 147, WANCHAI ROAD. Comfortable and airy flats of 2 or 3 Rooms, from \$25 inclusive of Taxes.

No. 13, MOSQUE JUNCTION. And others to suit various requirements.

S. A. SETH, Land and Estate Broker, Dairy Farm Co., Ltd. Hongkong, 14th October, 1904. [49]

TO LET.

GODOWN No. 3, New Praya, Kennedy Town.

Apply to— THE HONGKONG LAND INVESTMENT & AGENCY CO., LD. Hongkong, 21st November, 1904. [1259]

TO LET.

NO. 1, STEWART TERRACE, THE PEAK.

Apply to— THE HONGKONG LAND INVESTMENT & AGENCY CO., LD. Hongkong, 26th March, 1904. [436]

TO LET.

NO. 1, RIFON TERRACE.

A HOUSE in WONG NEI CHONG ROAD. FLATS in MORTON TERRACE, facing Polo Ground.

OFFICES in course of erection, CONNAUGHT ROAD (near BLAKE PIER).

GODOWNS: PRAYA EAST. Apply to— THE HONGKONG LAND INVESTMENT & AGENCY CO., LD. Hongkong, 2nd December, 1904. [956]

TO LET.

OFFICES (Single or in suite) in Buildings, next to Messrs. Jardine, Matheson & Co., Pedder's Street. Electric Lift.

Apply to— AHMET RUMJAHN, 64, Queen's Road. Hongkong, 24th December, 1904. [1383]

TO LET.

ONE ROOM on the First Floor of ALEXANDRA BUILDINGS.

Apply to— SECRETARY, A. S. WATSON & Co., Limited. Hongkong, 10th December, 1904. [739]

SHARE QUOTATIONS.

Supplied by Messrs. BENJAMIN, KELLY & POTTS. Corrected to noon; later alterations given under "Commercial Intelligence," page 5.

STOCKS.	NO. OF SHARES.	VALUE.	PAID UP	POSITION AS PER LAST REPORT. RESERVE.	AT WORKING ACCOUNT.	LAST DIVIDEND.	APPROXIMATE RETURN AT PRESENT QUOTATION.	CLOSING QUOTATIONS.
BANKS.								
Hongkong & Shanghai Banking Corporation	80,000	\$125	\$125	{ 1,000,000 \$7,000,000 \$250,000 \$175,533 \$191,973 }	\$1,492,554	{ Div. of £1.10/- @ exchange 1/9. 15/16 \$16.41 for first half-year 1904..... }	5 1/2 %	{ \$7 1/2 London £70 1/2 }
National Bank of China, Limited	99,925	£7	£7	{ 1,000,000 \$7,000,000 \$250,000 \$175,533 \$191,973 }	\$21,668	\$2 (London 3/6) for 1903	5 1/2 %	\$39
MARINE INSURANCES.								
Canton Insurance Office, Limited	10,000	\$350	\$50	{ 1,000,000 \$7,000,000 \$250,000 \$175,533 \$191,973 }	\$150,494	\$17 for 1903	6 1/2 %	\$250 buyers
China Traders' Insurance Company, Limited	24,000	\$83.33	\$25	{ 1,000,000 \$7,000,000 \$250,000 \$175,533 \$191,973 }	Nil.	\$4 1/2 for year ended 30.4.1904	7 1/2 %	\$58
North China Insurance Company, Limited	10,000	£15	£5	{ 1,000,000 \$7,000,000 \$250,000 \$175,533 \$191,973 }	Tls. 217,119	Final of 10/- making £1 for 1903	8 %	Tls. 96 sa. & s.
Union Insurance Society of Canton, Limited	10,000	\$250	\$100	{ 1,000,000 \$7,000,000 \$250,000 \$175,533 \$191,973 }	\$2,078,997	\$35 for 1903	6 %	\$690 sellers
Yangtze Insurance Association, Limited	8,000	\$100	\$60	{ 1,000,000 \$7,000,000 \$250,000 \$175,533 \$191,973 }	\$486,284	\$12 for 1902	8 %	\$150
FIRE INSURANCES.								
China Fire Insurance Company, Limited	20,000	\$100	\$20	{ 1,000,000 \$7,000,000 \$250,000 \$175,533 \$191,973 }	\$329,047	\$6 dividend & \$1 bonus for 1902	8 %	\$90 buyers
Hongkong Fire Insurance Company, Limited	8,000	\$250	\$50	{ 1,000,000 \$7,000,000 \$250,000 \$175,533 \$191,973 }	\$371,110	\$22 1/2 for 1902	6 1/2 %	\$335 sellers
SHIPPING, TUG AND CARGO BOATS.								
China and Manila Steamship Company, Limited	30,000	\$25	\$25	{ 1,000,000 \$7,000,000 \$250,000 \$175,533 \$191,973 }	Dr. \$63,123	\$5 for 1900 .....	...	\$23 buyers
Douglas Steamship Company, Limited	20,000	\$50	\$50	{ 1,000,000 \$7,000,000 \$250,000 \$175,533 \$191,973 }	Nil.	\$3 for year ended 30.6.1903	6 %	\$33 1/2 buyers
Hongkong, Canton & Macao Steamboat Co., Ltd.	80,000	\$15	\$15	{ 1,000,000 \$7,000,000 \$250,000 \$175,533 \$191,973 }	\$16,362	\$1 1/2 for first half-year 1904	10 1/2 %	\$28 sales
Indo-China Steam Navigation Company, Limited	60,000	£10	£10	{ 1,000,000 \$7,000,000 \$250,000 \$175,533 \$191,973 }	£5,853	10/- for 1903 @ 1/10 5/16 = \$5.378	4 1/2 %	\$127 sellers
Shanghai Tug and Lighter Company, Limited	200,000	Tls. 50	Tls. 50	{ 1,000,000 \$7,000,000 \$250,000 \$175,533 \$191,973 }	Tls. 55,541	Interim of Tls. 2 for 1904	9 1/2 %	Tls. 50 sales
Do. (Preference)	100,000	Tls. 50	Tls. 50	{ 1,000,000 \$7,000,000 \$250,000 \$175,533 \$191,973 }	Tls. 55,541	Interim of Tls. 2 for 1904	7 1/2 %	Tls. 48 sales
"Shell" Transport and Trading Company, Limited	4,000,000	£1	£1	{ 1,000,000 \$7,000,000 \$250,000 \$175,533 \$191,973 }	£19,555	Interim of 1/- (Coupon No. 4) for 1903 ...	4 1/2 %	26/- sales
"Star" Ferry Company, Limited	10,000	\$10	\$5	{ 1,000,000 \$7,000,000 \$250,000 \$175,533 \$191,973 }	\$1,287	{ \$1.80 & b. 40 cts \$0.90 & b. 20 cts. } for year ending 30.4.04	5 1/2 %	\$40
Straits Steamship Company, Limited	5,000	\$100	\$100	{ 1,000,000 \$7,000,000 \$250,000 \$175,533 \$191,973 }	\$33,648	\$5 for 2nd & 4-year making \$13 for 1903	9 %	\$145 sellers
Taku Tug and Lighter Company, Limited	30,000	T.Tls. 50	T.Tls. 50	{ 1,000,000 \$7,000,000 \$250,000 \$175,533 \$191,973 }	Tls. 865	Interim of Tls. 1 1/2 for 1904	10 %	Tls. 30 sellers
REFINERIES.								
China Sugar Refining Company, Limited	20,000	\$100	\$100	{ 1,000,000 \$7,000,000 \$250,000 \$175,533 \$191,973 }	Dr. \$147,717	Interim of \$5 for 1904 .....	...	\$225 buyers
Luzon Sugar Refining Company, Limited	7,000	\$100	\$100	{ 1,000,000 \$7,000,000 \$250,000 \$175,533 \$191,973 }	Dr. \$73,905	\$3 for 1897 .....	...	\$16 buyers
Perak Sugar Cultivation Company, Limited	7,000	Tls. 50	Tls. 50	{ 1,000,000 \$7,000,000 \$250,000 \$175,533 \$191,973 }	Tls. 1,635	Tls. 2 1/2 for year ending 30.9.04	4 1/2 %	Tls. 57 1/2 ex div.
MINING.								
Chinese Engineering and Mining Company, Ltd.	1,000,000	£1	£1	{ 1,000,000 \$7,000,000 \$250,000 \$175,533 \$191,973 }	£7,820	No. 3 of 1/6 .....	...	Tls. 61 sales
Oriental Consolidated Mining Company, Limited	50,000	G. \$10	G. \$10	{ 1,000,000 \$7,000,000 \$250,000 \$175,533 \$191,973 }	G. \$672,093	50 cents making G. \$1 for 1904	6 1/2 %	G. \$16 1/2 sales
Raub-Australian-Gold-Mining Company, Limited	50,000	£1	£1	{ 1,000,000 \$7,000,000 \$250,000 \$175,533 \$191,973 }	Dr. £4,029	No. 12 of 1/- = 48 cents .....	...	\$4 sellers
SOCIÉTÉ FRANÇAISE DES CHARBONNAGES DU TONKIN								
DOCKS, WHARVES & GODOWNS.								
Geo. Fenwick & Co., Limited	6,000	\$25	\$25	{ 1,000,000 \$7,000,000 \$250,000 \$175,533 \$191,973 }	\$10,517	\$3.75 for 1903	8 %	\$45 sellers
Hongkong & Kowloon Wharf and Godown, Co., Ltd.	30,000	\$50	\$50	{ 1,000,000 \$7,000,000 \$250,000 \$175,533 \$191,973 }	\$28,015	Interim of \$2 1/2 for 1904	4 1/2 %	\$11 1/2
Hongkong and Whampoa Dock Company, Ltd.	50,000	\$50	\$50	{ 1,000,000 \$7,000,000 \$250,000 \$175,533 \$191,973 }	\$505,471	{ \$6 dividend and \$2 bonus for first half- year 1904 \$10 div. & \$5 bonus for year end 30/6/04 \$12 for 1903 \$10 div. and \$2 1/2 bonus } for 1903	7 1/2 %	\$215 buyers
Howarth Erskine, Limited	12,000	\$100	\$100	{ 1,000,000 \$7,000,000 \$250,000 \$175,533 \$191,973 }	\$60,000	\$12 for 1903	4 1/2 %	\$27 buyers
New Amoy Dock Company, Limited	6,000	\$64	\$64	{ 1,000,000 \$7,000,000 \$250,000 \$175,533 \$191,973 }	\$55,500	{ \$10 div. and \$2 1/2 bonus } for 1903	6 1/2 %	\$192 1/2 sellers
Riley Hargreaves & Co., Limited	6,000	\$100	\$100	{ 1,000,000 \$7,000,000 \$250,000 \$175,533 \$191,973 }	\$150,000	{ \$7 dividend \$12 for 1903 } for 1903	6 1/2 %	\$11 1/2
Do. (Preference)	2,750	\$100	\$100	{ 1,000,000 \$7,000,000 \$250,000 \$175,533 \$191,973 }	\$40,936	{ \$7 dividend \$12 for 1903 } for 1903	6 1/2 %	\$11 1/2
S. C. Farnham, Boyd & Co., Limited	55,200	Tls. 100	Tls. 100	{ 1,000,000 \$7,000,000 \$250,000 \$175,533 \$191,973 }	Tls. 48,153	Tls. 7 final = Tls. 12 for year end 30.4.04	7 1/2 %	Tls. 160 buyers
Shanghai and Hongkew Wharf Company	32,000	Tls. 100	Tls. 100	{ 1,000,000 \$7,000,000 \$250,000 \$175,533 \$191,973 }	Tls. 487,210	Interim of Tls. 4 for 1904	8 1/2 %	Tls. 127 1/2 sales
Tanjong Pagar Dock Company, Limited	37,000	\$100	\$100	{ 1,000,000 \$7,000,000 \$250,000 \$175,533 \$191,973 }	\$2,100,000	\$6 for first half year 1904	5 1/2 %	\$230 sales
Yangtze Wharf and Godown Company, Limited	2,500	Tls. 100	Tls. 100	{ 1,000,000 \$7,000,000 \$250,000 \$175,533 \$191,973 }	Tls. 6,000	Tls. 18 for 1903	5 1/2 %	Tls. 190 sales
LANDS, HOTELS & BUILDINGS.								
Astor House Hotel Company, Limited (Shanghai)	30,000	\$25	\$25	{ 1,000,000 \$7,000,000 \$250,000 \$175,533 \$191,973 }	\$9,989	\$2 1/2 for year ended 30.6.1904	9 %	\$28 sales
Astor House Hotel, Limited (Shanghai)	2,000	T.Tls. 50	T.Tls. 50	{ 1,000,000 \$7,000,000 \$250,000 \$175,533 \$191,973 }	Tls. 655	Interim of Tls. 4	6 %	Tls. 148 sales
China Land and Finance Company, Limited	6,000	Tls. 50	Tls. 50	{ 1,000,000 \$7,000,000 \$250,000 \$175,533 \$191,973 }	Tls. 1,184	\$5 for first half-year 1904	7 1/2 %	\$144 sellers
Hongkong Hotel Company, Limited	50,000	\$100	\$100	{ 1,000,000 \$7,000,000 \$250,000 \$175,533 \$191,973 }	\$51,668	Interim of \$6 for 1904	8 %	\$147 sellers
Kowloon Land Investment and Agency Co., Ltd.	9,000	Tls. 25	Tls. 25	{ 1,000,000 \$7,000,000 \$250,000 \$175,533 \$191,973 }	Tls. 13,986	Tls. 0.87 1/2 for the year ending 31.3.1904	4 1/2 %	Tls. 20 1/2 sales
Humphreys Estate & Finance Company, Limited	150,000	\$10	\$10	{ 1,000,000 \$7,000,000 \$250,000 \$175,533 \$191,973 }	\$200,607	90 cents for 1903	7 1/2 %	\$124 sellers
Kowloon Land and Building Company, Limited	6,000	\$50	\$50	{ 1,000,000 \$7,000,000 \$250,000 \$175,533 \$191,973 }	\$636	\$2.60 for 1903	6 1/2 %	\$381 buyers
Shanghai Land Investment Company, Limited	52,000	Tls. 50	Tls. 50	{ 1,000,000 \$7,000,000 \$250,000 \$175,533 \$191,973 }	Tls. 37,634	Interim of Tls. 3 for 1904	7 %	Tls. 117 buyers
Tientsin Hotel des Colonies, Limited	1,400	Tls. 50	Tls. 50	{ 1,000,000 \$7,000,000 \$250,000 \$175,533 \$191,973 }	Dr. Tls. 2,132	Interim of Tls. 3 1/2 .....	...	Tls. 44 buyers
Tientsin Land Investment Company, Limited	7,725	Tls. 100	Tls. 100	{ 1,000,000 \$7,000,000 \$250,000 \$175,533 \$191,973 }	Tls. 54,616	Interim of Tls. 3 for 1904	7 %	Tls. 125
Wei-hai-wei Land and Building Company, Limited	3,764	Tls. 25	Tls. 25	{ 1,000,000 \$7,000,000 \$250,000 \$175,533 \$191,973 }	Tls. 5,150	None .....	...	Tls. 12 buyers
West Point Building Company, Limited	12,550	\$50	\$50	{ 1,000,000 \$7,000,000 \$250,000 \$175,533 \$191,973 }	\$1,362	Interim of \$1 1/2 for 1904	5 %	\$59 buyers
COTTON MILLS.								
Ewo Cotton Spinning and Weaving Company, Ltd.	15,000	Tls. 50	Tls. 50	{ 1,000,000 \$7,000,000 \$250,000 \$175,533 \$191,973 }	Tls. 11,655	Tls. 4 for year ended 31.10.1903	4 1/2 %	Tls. 25 sales
Hongkong Cotton Spinning, Weaving and Dyeing Company, Limited	125,000	\$10	\$10	{ 1,000,000 \$7,000,000 \$250,000 \$175,533 \$191,973 }	\$22,862	50 cents for the year ending 31.7.04	3 1/2 %	\$13
International Cotton Manufacturing Company, Ltd.	10,000	Tls. 75	Tls. 75	{ 1,000,000 \$7,000,000 \$250,000 \$175,533 \$191,973 }	Tls. 13,629	Interim of 3 % a/c 1898 .....	...	Tls. 21 1/2 buyers
Lau-kuang-mow Cotton Spinning & Weaving Co., Ltd.	8,000	Tls. 100	Tls. 100	{ 1,000,000 \$7,000,000 \$250,000 \$175,533 \$191,973 }	Tls. 15,500	Interim of 4 % a/c 1898 on 6,000 shares ...	...	Tls. 30 sales & s.
Soy Chee Cotton Spinning Company, Limited	2,000	Tls. 500	Tls. 500	{ 1,000,000 \$7,000,000 \$250,000 \$175,533 \$191,973 }	Tls. 26,389	4 % for 1897 .....	...	Tls. 150
CIGARS AND TOBACCO COS.								
Alhambra, Limited	300	\$200	\$200	{ 1,000,000 \$7,000,000 \$250,000 \$175,533 \$191,973 }	nil	\$125 for year ending 30.6.1900 .....	...	\$100 buyers
Philippine Company, Limited	67,500	\$10	\$10	{ 1,000,000 \$7,000,000 \$250,000 \$175,533 \$191,973 }	...	First year .....	...	\$91
Shanghai-Sumatra Tobacco Company, Limited	30,000	Tls. 20	Tls. 20	{ 1,000,000 \$7,000,000 \$250,000 \$175,533 \$191,973 }	Tls. 1,091	Interim of Tls. 3	9 %	Tls. 66 sales
MISCELLANEOUS.								
A. S. Watson & Co., Limited	90,000	\$10	\$10	{ 1,000,000 \$7,000,000 \$250,000 \$175,533 \$191,973 }	\$2,883	Interim of 50 cents for 1904	8 %	\$12 1/2
Bell's Asbestos Eastern Agency, Limited	8,604	12/6	12/6	{ 1,000,000 \$7,000,000 \$250,000 \$175,533 \$191,973 }	£161	6d. per share for 1903	5 1/2 %	\$5
Campbell, Moore & Co., Limited	1,200	\$10	\$10	{ 1,000,000 \$7,000,000 \$250,000 \$175,533 \$191,973 }	\$596	\$3 for 1903	7 1/2 %	\$40 buyers
Central Stores, Limited	4,000	\$15	\$15	{ 1,000,000 \$7,000,000 \$250,000 \$175,533 \$191,973 }	\$1,253	Interim of \$1.20 for 1904	7 1/2 %	\$22 sellers
Do. (Founders)	123	\$15	\$15	{ 1,000,000 \$7,000,000 \$250,000 \$175,533 \$191,973 }	\$1,253	None .....	...	\$100
Do. (New Issue)	24,000	\$15	\$15	{ 1,000,000 \$7,000,000 \$250,000 \$175,533 \$191,973 }	First year	Preferential of 7 per cent for 1904	6 1/2 %	\$8 sales
China-Borneo Company, Limited	60,000	\$12	\$12	{ 1,000,000 \$7,000,000 \$250,000 \$175,533 \$191,973 }	Nil.	60 cents for 1903	4 1/2 %	\$13 1/2 sales
China Flour Mill Co., Limited	4,000	Tls. 50	Tls. 50	{ 1,000,000 \$7,000,000 \$250,000 \$175,533 \$191,973 }	Tls. 1,942	Tls. 6 for 1903	8 %	Tls. 75 sales
China Light and Power Company, Limited	30,000	\$10	\$10	{ 1,000,000 \$7,000,000 \$250,000 \$175,533 \$191,973 }	\$3,739	None .....	...	\$10 sales
China Provident Loan & Mortgage Company, Ltd.	100,000	\$10	\$10	{ 1,000,000 \$7,000,000 \$250,000 \$175,533 \$191,973 }	\$5,171	80 cents for 1903	8 1/2 %	\$94 sales
Dairy Farm Company, Limited	25,000	\$7 1/2	\$7 1/2	{ 1,000,000 \$7,000,000 \$250,000 \$175,533 \$191,973 }	...	\$12 for year ending 31.7.1903 .....	...	\$12 buyers
E. L. Mondon, Limited	7,000	Tls. 50	Tls. 50	{ 1,000,000 \$7,000,000 \$250,000 \$175,533 \$191,973 }	Dr. Tls. 15,318	Tls. 5 for 1902 .....	...	Tls. 10 sellers
Fraser and Neave, Limited	4,500	\$50	\$50	{ 1,000,000 \$7,000,000 \$250,000 \$175,533 \$191,973 }	\$2,706	\$5 div. and \$2 1/2 bonus for 1903	7 1/2 %	\$100 sales
Green Island Cement Company, Limited	100,000	\$10	\$10	{ 1,000,000 \$7,000,000 \$250,000 \$175,533 \$191,973 }	\$32,115	\$1.50 for 1903	5 1/2 %	\$30 sales
Hall & Holt, Limited	21,000	\$20	\$20	{ 1,000,000 \$7,000,000 \$250,000 \$175,533 \$191,973 }	\$13,104	Interim of \$1	7 1/2 %	\$25 sales
Hongkong & China Gas Company, Limited	7,000	£10	£10	{ 1,000,000 \$7,000,000 \$250,000 \$175,533 \$191,973 }	£7,625	£1 div. and 2/- bonus for 1903	14 %	\$160 buyers
Hongkong Electric Company, Limited	30,000	\$10	\$10	{ 1,000,000 \$7,000,000 \$250,000 \$175,533 \$191,973 }	\$1,747	{ \$1.00 50 cents } for year ending 30.4.1904	6 1/2 %	\$15 buyers
Hongkong High-Level Tramways Company, Ltd.	30,000	\$10	\$5	{ 1,000,000 \$7,000,000 \$250,000 \$175,533 \$191,973 }	\$2,795	\$15 for year ending 30.11.1904	5 1/2 %	\$9 buyers
Hongkong Ice Company, Limited	1,510	\$100	\$100	{ 1,000,000 \$7,000,000 \$250,000 \$175,533 \$191,973 }	\$35,000	Interim of \$4 for 1904	6 %	\$265 sellers
Hongkong Rope Manufacturing Company, Ltd.	10,000	\$50	\$50	{ 1,000,000 \$7,000,000 \$250,000 \$175,533 \$191,973 }	\$8,395	\$10 for 1903	6 1/2 %	\$155 buyers
Hongkong Steam Waterboat Company, Limited	15,000	\$10	\$10	{ 1,000,000 \$7,000,000 \$250,000 \$175,533 \$191,973 }	\$2,500	{ Final of 70 cts. and 50 cts. bonus making \$1.20 for the year ended 30.9.04	9 1/2 %	\$20 sales
Kat's Brothers, Limited	10,000	\$100	\$100	{ 1,000,000 \$7,000,000 \$250,000 \$175,533 \$191,973 }	\$375,000	\$13 for 1903	9 1/2 %	\$135 buyers
Lane, Crawford & Co., Limited (Shanghai)	2,500	\$100	\$100	{ 1,000,000 \$7,000,000 \$250,000 \$175,533 \$191,973 }	\$27,582	Interim of \$5	8 1/2 %	\$140 buyers